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No. 163, 14th YEAR, JANUARY, 1968

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MARITIME PREDOMINANCE WESTERN DEFENCE KEY

CUTS WARNING

Admiral Begg declares 'Too much could be disastrous'

"Too much contraction of the Royal Navy could be disastrous," said the First Sea Lord, Admiral Sir Varyl Begg, speaking at the Chamber of Shipping dinner in London on December 6.

Replying to anxieties expressed about the future size of the Navy, Admiral Begg said that the Service, in its 300 years of history, had had many ups and downs. Expansion in war and contraction after the peace had been the norm.

"Expansion in war," he said, "given the shape of war today, is no longer a practicable proposition. We shall deter, or if needs be fight, with the weapons we have available. Too much contraction could, therefore, be disastrous."

"Measured in manpower, the Navy this year is pretty well the same in size as when I joined it over 40 years ago."

"Of course the manpower is very differently composed and disposed. We man — most usually commented upon — fewer ships than in the past. But then, as in your fleets, the

ships themselves have much greater capability, and more men are needed to service their sophisticated weapon systems.

"If you consider nuclear capability, one is in a realm of quite different orders of magnitude—one carrier aircraft can deploy infinitely more firepower than the combined fleets at Jutland; and a polaris submarine more than all the bombs dropped by all the contestants in the Second World War."

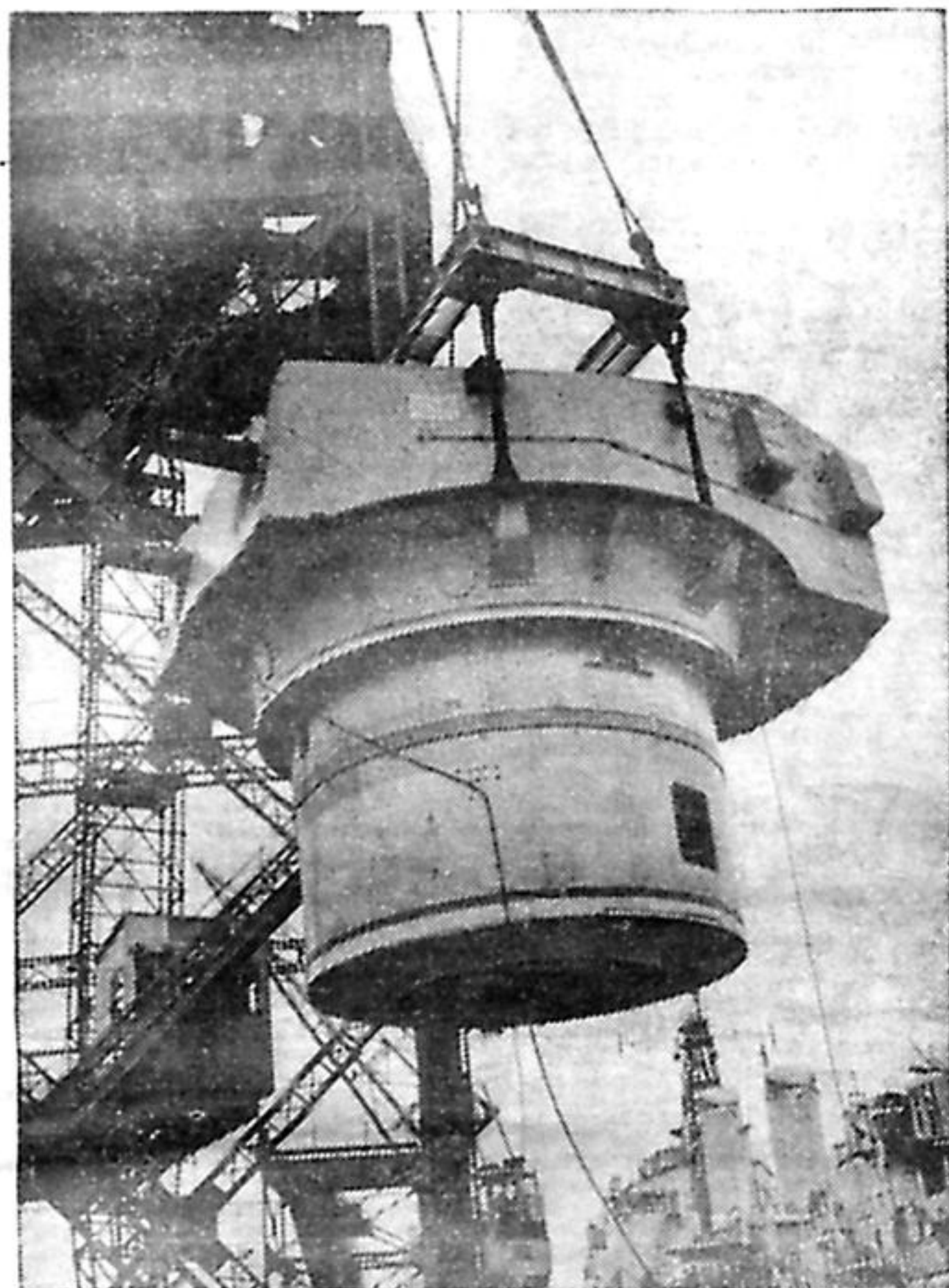
"Now, resulting from the Defence Review of the past three years, the Navy of the seventies, like the other Services, will be yet smaller in size."

"It will, however—provided we succeed in developing it in the right way—be a thoroughly effective and professional force, able to meet its reduced commitments, and continuing to offer to the officers and men who man it just as stimulating and satisfying a career as it has to us in the past."

Admiral Begg said he believed that a sound defence policy rested on two main pillars—a healthy economy and an informed public opinion.

"So far as the former is concerned," he continued, "these are obviously not easy days in this country; while as for the

(Continued on page 18)



BIG LIFT.—Removal of the 115-ton six-inch after turret from the cruiser H.M.S. Tiger, in Devonport Dockyard, making way for the construction of a helicopter hangar and flight deck

Where the latest axe may fall

When the Government economy cuts are announced later this month, the effect upon the Royal Navy is likely to be mainly in relation to accelerated withdrawal from Singapore.

The Admiralty Board's explanation of the economies of a few weeks ago emphasised the determination to save at all costs the shape of the promised new fleet.

Bearing this in mind, and with the Polaris programme regarded as sacred, the likelihood is not so much new ideas in retrenchment as the hastening of policies already announced.

Cutting Far East commitments would bring the Fleet Air Arm high on the list of possible cuts, and the refit of H.M.S. Ark Royal may once again be threatened.

Although there is much speculation on the R.A.F.'s F111s, the Fleet Air Arm's Phantoms are far advanced in the pipeline. Both orders, however, could be cut, and one sug-

gestion is that the reduced Phantom delivery would go to the R.A.F.

Earlier rundown of the carriers and fixed-wing aircraft would also bring under scrutiny the naval air stations, and the economies which could be effected there.

If the new fleet is to be preserved, another project which could be reconsidered is the conversion of the Tiger class cruisers to helicopter ships.

The plan has dragged so slowly that little surprise would be caused by its abandonment, though work on H.M.S. Blake is now so advanced that this one of the three might just avoid the scrapyard.

'CONFRONTATION' IN WATERS

OFF GIB.

A war of nerves developed off Gibraltar last month following a Spanish complaint that a British merchant ship unloading explosives for Gibraltar had anchored in Spanish waters dangerously close to the border town of La Linea.

Spain demanded that the merchantman and the destroyer H.M.S. Carysfort should leave at once, but complaint was rejected on the ground that the British ships were in British waters.

Near to the British ships was the Spanish minesweeper, Nervion, and the Spanish commander was asked to leave as his ship was in British waters. The Spanish commander declined to move his ship.

Three days later six Spanish minesweepers entered Algeciras Bay, taking up positions facing H.M.S. Carysfort. Also present, only 300 yards away from

Carysfort, was the Spanish corvette Atrevida.

After a five days "confrontation" the Spanish ships withdrew, as did H.M.S. Grenville which had replaced Carysfort.

Just before Christmas H.M.S. Carysfort paid a short visit to Tangier, handing over a mass of toys to the children of the Cheshire Home there.

Numbers of the ship's company painted and repaired all kinds of things in the home, from window shutters and watches to radios and gas ovens.



H.M.S. Minerva

'WARNING SHOT' IGNORED

While H.M.S. Minerva was carrying out a round-the-clock patrol off Beira, she called upon the French tanker Artois (13,284 tons) making for the port, to stop.

The tanker's captain ignored the request and, according to a Navy spokesman, "nipped smartly" for Beira's territorial waters. Minerva's captain, Cdr. M. O. Taylor, fired a warning shot across the bows of the tanker, but the French ship did not stop.

It was stated later that Artois, though not carrying oil for Rhodesia into the East African port, was not on Minerva's list of "innocent" ships, and the Navy spokesman said that Cdr. Taylor had acted correctly in intercepting her.

Top job



Admiral Sir Michael Le Fanu is to become the next First Sea Lord, succeeding Admiral Sir Varyl Begg, who has held the top Navy post since February, 1965.

The changeover will take place in August.

Admiral Le Fanu, who entered the Royal Navy as a Dartmouth cadet in May, 1927, has been Commander-in-Chief, Middle East, since November, 1965.

A gunnery specialist, he gained his D.S.C. while serving in H.M.S. Aurora in 1941, and was awarded the G.C.B. (Military) in the New Year Honours.

'Make sail'

She may have looked an odd sight in these days of nuclear propulsion, but the ship's company of H.M.S. Dampier didn't care.

The five sails she was carrying were the equivalent of an extra half-a-knot, and this addition meant that the ship reached port before Christmas.

While off Freetown, H.M.S. Dampier, the survey ship (2,230 tons, full load) lost a screw but, determined to get his ship home before Christmas, Cdr. P. Cardno ordered that sails be made from awnings.

The sails, two hoisted forward and three aft, did the trick. Dampier arrived at Chatham, after 20 years' service in the Far East, on December 23.

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Maryton home

Flying a paying-off pendant of 160 feet—seven feet longer than the ship—the coastal minesweeper H.M.S. Maryton, commanded by Lieut.-Cdr. M. C. Cole, entered Portsmouth Harbour on December 18.

She had spent more than 50 days on her 13,000-mile journey from Singapore—thought to be one of the longest unaccompanied voyages by a warship of her size.

DRAFTY'S CORNER

Up homers!

On another page you will find tables showing where the shore jobs are, both in the U.K. and abroad. They have been produced so that you can make better use of the choices on your Drafting Preference Card.

Many young sailors come from the Midlands and the North of England, and would like to be able to get home and see Mum, but the tables show how very very few are the jobs to be had there.

List of ships for which C.N.I. will be issuing draft orders during February, 1968.

ADVANCE PARTIES

To Join
August, 1968

BRINTON (F.S.C.)

MAIN PARTIES

To Join
August, 1968

PHOEBE (G.S.C.)

GAVINTON (F.S.C.)

BILDESTON (H.S.S.)

THE PROBLEMS OF PREFERENCES

So the next best thing is to choose an area or establishment from which there is at least a chance of getting home at week-ends.

For anyone with house purchase in mind, the tables show where the jobs are now, but they can't pretend to be right about the year when you will be a third or half of the way through the mortgage payments.

Looking back

To see this problem in perspective cast your mind back 10 years, when the Polaris Base did not exist and could not have been predicted.

The claims of house owners to billets in a popular area are no stronger or weaker than anyone else's.

When it comes to a place in the sun, don't get your wife all excited about some delectable spot abroad before first seeing

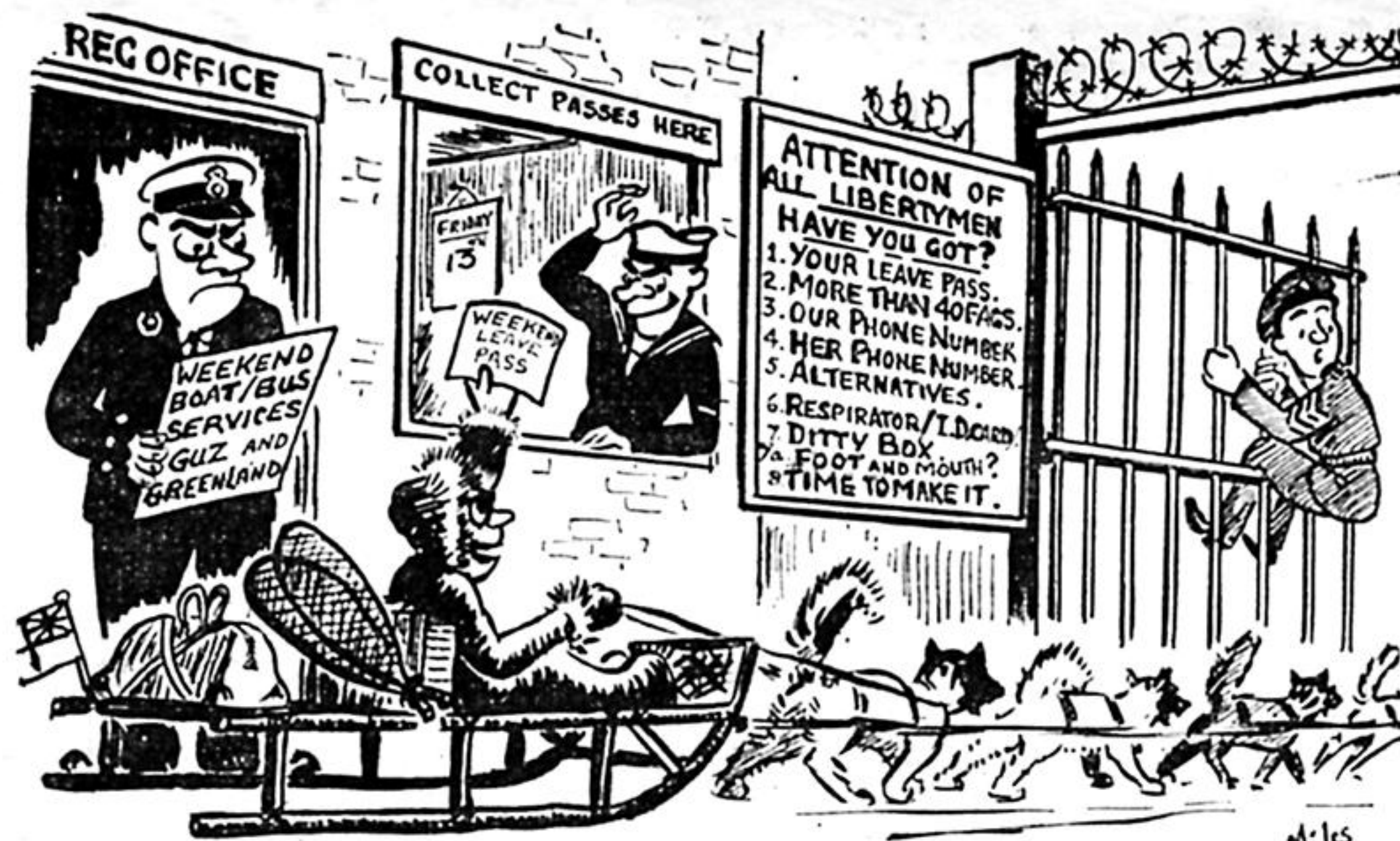
if a job for your rate exists.

Many men and their wives think in terms of Hong Kong or Bermuda, assuming that there must be jobs for them there. The tables show how few these are in quite a lot of branches.

On the other hand, some of you may spot some gem of a job that you did not know existed; but if it's that good there may be many others after it.

Not listed in the tables are jobs in ships on General Service Commission, Home Sea Service, refitting or building, and the classroom places in the training schools; nor are the jobs abroad in ships such as Triumph, Mull of Kintyre, Forth and sweepers. But Tyne, classed as Port Service, is in.

So over and above what is shown in the tables there are other billets available at home,



mainly at naval ports, and also some ship jobs abroad in places where wives can follow.

Lucky chance

For those who live in a ship-building area there is always a chance of having a shore job near home in a ship being built locally, if you volunteer for that ship and are lucky enough to be selected.

For men in this position, keep abreast of what is being built, and volunteer as soon as you get the buzz.

Drafty's overriding obligation is to fill billets. If he can

do so with men whose preferences fit then there is no problem. The publication of these tables puts the management's cards on the table as regards the situations that can be vacant.

The fewer there are in a place and the more men that are after them, the less chance of a vacancy occurring as you come back bronzed and fit from the Gulf.

Hence the need to hedge a first preference for, say, South Wales by putting in a second for a place more likely to have a brisk trade.

What the tables don't tell you is the number of volunteers there are for each place in each branch. They omit this figure partly because of the need for simplicity and partly because choices change so much so quickly.

These tables are themselves likely to make many men change their choices. You can in any case get some idea of relative popularity by talking to others.

If Drafty hears of a substantial demand for a Top of the Pops type of table, he will produce one.

In 1968 three more Leander class General Purpose (A/S) frigates will join the Fleet.

They are Hermione, due to commission at Glasgow in September, Jupiter, also at Glasgow in October, and Andromeda, building in Portsmouth Dockyard, in November.

The carrier, H.M.S. Hermes, which was to have commissioned in mid-May, will now commission with the majority of the ship's company coming from H.M.S. Victorious, in March, for a further commission in Home Waters and the Far East. The commissioning forecast is as follows:

JANUARY
SIRIUS (G.P. Frigate), January 3, at Portsmouth, Home Sea Service (Phased), 12 months, (Londonderry Squadron), U.K. Base Port, Portsmouth.
VIDAL (Surveying Ship), January 9 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Chatham (A).
LEANDER (G.P. Frigate), January 9, at Portsmouth, General Service Commission (Phased), Home East of Suez (ME)/Home, U.K. Base Port, Portsmouth, (Captain's Command).
MOHAWK (G.P. Frigate), January 11 at Rosyth, General Service Commission (Phased), Home/East of Suez (ME) Home, U.K. Base Port, Rosyth, (Captain's Command).
LYNX (A/S Frigate), January 18, General Service Commission (Phased), Home/East of Suez (FE) Home, U.K. Base Port, Devonport.
HYDRA (Surveying ship), January 30 at Chatham, General Service Commission, North Atlantic/Indian Ocean, U.K. Base Port, Chatham.
PALLISER (A/S Frigate), January 31 at Portsmouth, Port Service, Reserve crew.

FEBRUARY
APPLETON (C.M.S.), February 7, at Bahrain, Foreign Service (Middle-East), (E), 9th M.C.M. Squadron.
FEARLESS (Assault ship), February 14 at Devonport, Reconmission (Phased), Home Sea Service/Foreign Service (from date of sailing), East of Suez (FE), U.K. Base Port, Devonport (A).

THREE NEW LEANDERS FOR FLEET THIS YEAR

CLEOPATRA FLIGHT, February at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

EXMOUTH (Frigate), February 22 at Chatham, Trials crew, Port Service, Commission April 25.

LINCOLN (A/D Frigate), February 29 at Devonport for trials, Port Service, Commission May 2.

MARCH

HERMES (Aircraft carrier), March at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Majority of ship's company ex-Victorious.)

YARMOUTH (A/S Frigate), March 28 at Portsmouth for trials, Port Service, Commissions May 30.

APRIL

AJAX (G.P. Frigate), April 2 at Chatham, General Service Commission (Phased), Home/East of Suez (FE), (Captain's Command), U.K. Base Port, Chatham.

ROTHESAY (A/S Frigate), April 10 at Rosyth for trials (ex Dockyard Control), Port Service, Commissions June 6.

MAIDSTONE (S/M Depot Ship), April 19, Port Service, Reserve crew.

LONDON (G.M. Destroyer), April 25 (tentative date) at Portsmouth, General Service Commission (Phased), Home, Flagship of Flag Officer Flotillas, Western Fleet, U.K. Base Port, Portsmouth (A).

EXMOUTH (A/S Frigate), April 25 at Chatham, Home Sea Service for special trials, U.K. Base Port, Chatham.

AGINCOURT (Radar Picket), April (tentative date) at Portsmouth, Reserve crew, Port Service.

DUNDAS (A/S Frigate), April 26 at Gibraltar for trials, Home Sea Service, Commissions June 21 for Portland Squadron, (A).

MAY

LINCOLN (A/D Frigate), May 2 at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

HARDY (A/S Frigate), May 6 at Gibraltar, LRP complement, Local Foreign Service.

HERMIONE FLIGHT, May at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

YARMOUTH (A/S Frigate), May 30 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

JUNE

ROTHESAY (A/S Frigate), June 6 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

BILDESTON (M/H), June 13 at Rosyth for trials, Port Service, Commissions August 8.

LEOPARD (G.P. Frigate), June 20 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate), June 21 at Gibraltar, Home Sea Service, Portland Squadron, U.K. Base Port, Portland (A).

GURKHA (G.P. Frigate), June 3 at Rosyth, LRP complement, Port Service.

JULY

GAVINTON (M/H), July 4 at Chatham for trials, Commissions August 29 (E).

NUBIAN (G.P. Frigate), July 4 at Portsmouth, General Service Commission, Home/East of Suez (ME)/Home (Phased), Captain's Command, U.K. Base Port, Portsmouth.

ANDROMEDA (G.P. Frigate), July 24 at Portsmouth for trials, Port Service, Commissions November 11.

ROTHESAY FLIGHT, July (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

AUGUST

BRINTON (M/H), August 1 at Devonport for trials, Commissions September 26 (E).

BILDESTON (M/H), August 8 at Rosyth, Home Sea Service, 1st M.C.M. Squadron.

RELENTLESS (A/S Frigate), Early August for trials, Port Service, Base Port and place of commissioning under consideration.

BRIGHTON (A/S Frigate), August at Chatham for Special Reft (DY Control), Port Service.

FALMOUTH (A/S Frigate), August at Devonport for Special Reft (DY Control), Port Service.

PHOEBE (G.P. Frigate), August 22 at Chatham, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command), U.K. Base Port, Chatham.

GAVINTON (M/H), August 29 at Chatham, Foreign Service (Middle East), 9th M.C.M. Squadron.

SEPTEMBER

HERMIONE (G.P. Frigate), September 20 at Glasgow (tentative), General Service Commission, Home/East of Suez (FE)/U.K. Base Port, Portsmouth.

PUNCESTON (C.M.S.), September at Gibraltar, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

WHITBY (A/S Frigate), October at Rosyth, LRP complement, Port Service.

JUPITER (G.P. Frigate), October at Glasgow, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

JUPITER FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

BEACHAMPTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

WISTON (C.M.S.), October at Gibraltar, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

YARNTON (C.M.S.), October at Bahrain, (Tentative), Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

PHOEBE FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

PLYMOUTH FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

ANDROMEDA FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

MINERVA (G.P. Frigate), October 17 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.

NOVEMBER

CHAWTON (C.M.S.), November 4 at Bahrain, Foreign Service Middle East, 9th M.C.M. Squadron, (E).

KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commissions January 3, 1969, 4th M.C.M. Squadron.

ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE), (Captain's Command), U.K. Base Port, Portsmouth.

KELLINGTON (M/H), November 14 at Chatham for trials, Port Service, Commissions January 17, 1969.

ALBION (Cdo Ship), November 20 at Singapore, Foreign Service East of Suez (FE), U.K. Base Port, Portsmouth (C).

PLYMOUTH (A/S Frigate), November 28 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

DECEMBER

FIFE (G.M. Destroyer), December 5, Reconmissions for General Service Commission Home/East of Suez (FE)/Home (Phased), U.K. Base Port and place of commissioning under consideration.

BRERETON (M/H), December 17 at Portsmouth, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

CAPRICE (Destroyer), December 5 at Chatham, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Chatham.

MINERVA FLIGHT, December (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

826 SQUADRON, HERMES, December (tentative date) at Cullrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

S.A.R. FLIGHT HERMES, Late 1968 at Cullrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

JANUARY, 1969

KEDLESTON (M/H), January 3, at Devonport, Home Sea Service, 4th M.C.M. Squadron.

KELLINGTON (M/H), January 17 at Chatham, Home Sea Service, 4th M.C.M. Squadron.

EURYALUS (G.P. Frigate), January at Devonport, General Service Commission (Phased), Home/East of Suez (FE), (Captain's Command), U.K. Base Port, Devonport.

SIRIUS (G.P. Frigate), January at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

FIFE FLIGHT, January at Portland, General Service Commission, Wessex, U.K. Base Port, Devonport.

SALISBURY (A/D Frigate), January at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

RELENTLESS (A/S Frigate), January (tentative date) at Portsmouth, Reserve crew, Port Service.

EAGLE (Carrier), January/February at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

ESKIMO FLIGHT, Early 1969 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

S.A.R. FLIGHT EAGLE, January at Cullrose, Whirlwind, U.K. Base Port, Devonport.

ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials, Port Service, Commissions March 27.

FEBRUARY, 1969

GALATEA (G.P. Frigate), February at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, Captain's Command, U.K. Base Port, Portsmouth.

ESKIMO (G.P. Frigate), February at Chatham, General Service Commission (Phased), Home/East of Suez (ME), U.K. Base Port, Chatham.

LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials, Port Service, Commissions May 1.

MARCH

ASHANTI (G.P. Frigate), March 27 at Portsmouth, General Service Commission Home/East of Suez (ME)/Home, U.K. Base Port, Portsmouth.

ANTRIM (G.M. Destroyer), April at Glasgow, General Service Commission Home/East of Suez (FE) U.K. Base Port, Portsmouth.

GLAMORGAN (G.M. Destroyer), April 3 at Devonport, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.

TARTAR (G.P. Frigate), April at Gibraltar, LRP complement.

LONDONDERRY (A/S Frigate), May 1 at Rosyth, General Service Commission Home/East of Suez (FE), U.K. Base Port, Portsmouth.

INTREPID (Assault Ship), May (tentative date) at Devonport, Home Sea Service/Foreign Service from date of sailing, East of Suez (FE), U.K. Base Port, Devonport.

CAVALIER (Destroyer), May at Devonport, General Service Commission Home/West Indies, (Phased), U.K. Base Port, Devonport.

GLAMORGAN FLIGHT, May (tentative date) at Portland, General Service Commission, Wessex, U.K. Base Port, Devonport.

NOTES—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and reft.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B)—Cooks (S) other than P.O. Cook (S) all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only. (F)—Cook (S) and Steward only.

RE-ENGAGING LEAVE: CORRECTION

The restrictions formerly imposed on re-engaging leave being taken between drafts have been removed. Ratings may now take all or part (minimum seven days) of re-engaging leave between drafts. In the December issue, owing to a typographical error, the word "now" was printed as "not."

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Described by her commanding officer, Capt. J. A. R. Troup, as a "super ship," H.M.S. Intrepid, the eighth ship of the Royal Navy to bear the name, had more than her share of "teething troubles" when first commissioned.

The troubles were, however, overcome, and she sailed for the Far East on October 19, 1967, a date planned 19 months earlier.

Her first job, after a journey round the Cape, was to act as a headquarters for the final withdrawal of British forces in South Arabia.

Like her sister assault ship—Fearless, completed in 1965—Intrepid has been designed to enable a military force to land its heaviest armour, transport and equipment under operational conditions on any shore.

Air conditioning

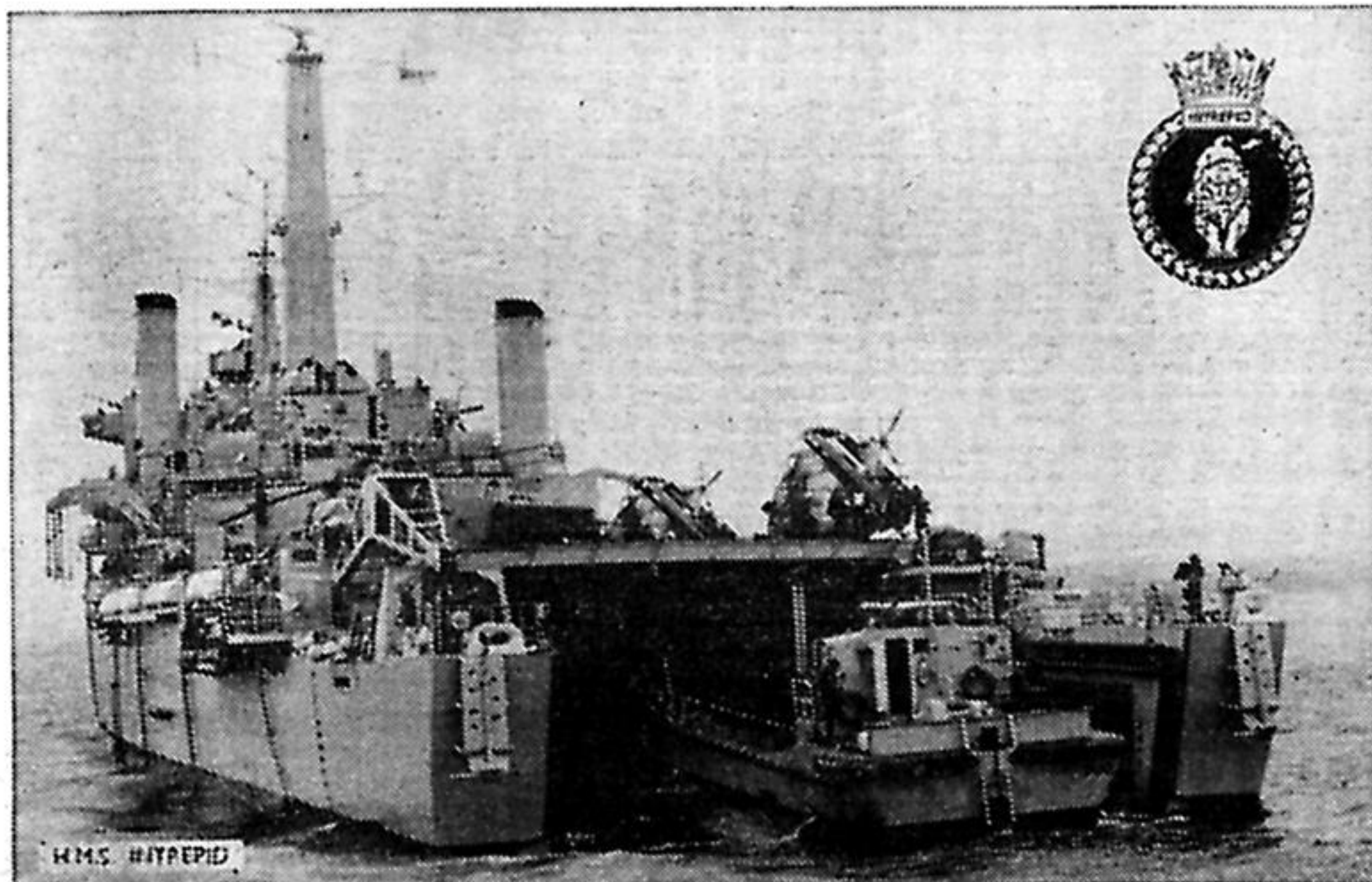
A Royal Marines commando or infantry battalion may be carried in air-conditioned accommodation to the scene of the operations; the whole force being put ashore by landing craft, hovercraft and/or helicopters.

The floating dock principle is used to allow the larger landing craft to float out of the stern of the ship.

The amphibious beach unit, including Royal Naval, Royal Marine, and Army personnel, controls the beach side of the operation, while the landing and deployment of the force ashore is controlled from a combined operations room.

Communications can be established so that the landing

Intrepid carries a three-force punch



H.M.S. Intrepid, a powerful addition to the Fleet

force commander may talk to his naval counterparts to ensure joint control of the landing.

The vehicle decks, where the tanks, vehicles and stores are stowed, are supervised by a cap-

tain of the Royal Corps of Transport. The flight deck can operate all types of helicopters carrying troops and supplies.

Ballasting machinery for flooding the dock and operating the sterngate, is an unusual addition to the engineers' responsibilities.

The present Intrepid was built by John Brown, on Clydebank. She was laid down on December 19, 1962, launched and named by Lady Elworthy, wife of Air Chief Marshal Sir Charles Elworthy, on June 25, 1964, and completed on March 11, 1967.

Landing craft

Displacement is 12,120 tons (full load). Length is 520 feet (overall) and beam is 80 feet.

Intrepid can accommodate four landing craft (LCM) in the dock, and can carry four more (LCVP) at davits.

A specimen load of vehicles is—15 tanks, seven three-

tonners, 20 quarter-ton trunks. Twenty three-tonners can be accommodated on the flight deck.

The ship has flight deck facilities for five Wessex helicopters.

Guided missiles

Armament consists of four Seacat guided missile systems, and two 40 m.m. Bofors mounting.

The complement is 556 officers and men, plus 111 Royal Marines and Army. Up to 700 more marines and military personnel can be accommodated for short periods.

H.M.S. Intrepid, with her ability to land a highly-trained military force virtually anywhere in the world, at high speed and with great economy, is a most versatile and powerful addition to the Fleet.

The first Intrepid in the Royal Navy was a 64-gun vessel, the

Serieux, captured from the French in 1747. She saw action with Admiral Byng at Minorca in 1756, with Admiral Hawke off Isle d'Aix in 1758, and with Boscawen off Lagos in 1759.

She also won honours at Quiberon Bay in 1759 and during the Havana Expedition in 1762.

She was broken up at Chatham in 1765.

The second Intrepid, launched at Woolwich in 1770, saw service in the West Indies, the Mediterranean and the Atlantic. From 1817 to 1820 she was a depot ship at Devonport, acting as a receiving ship for the gatherings of the Press Gang.

At Zeebrugge

The sixth Intrepid was a second class cruiser of 3,000 tons. She was launched in 1891, and was sunk as a block ship at Zeebrugge on April 23, 1918.

Seventh in the line was the "I" class destroyer launched in 1936. The ship's battle honours reveal the splendid work she did before being sunk by Stuka bombers in the harbour of Leros, in the Aegean, on September 27, 1943.

The Second World War battle



H.M.S. Intrepid's own pin-up, Miss Carol Anne Coombe, of Plymouth

honours include — Atlantic, 1939-41 (she sank the U-45 off Ireland very early in the war); Dunkirk, 1940; Norway, 1941-42; Bismarck action, 1941; Arctic, 1941-43; Malta convoys, 1942; Sicily, 1943; Salerno, 1943 and Aegean, 1943.

ORDERS FOR POSTCARDS

Postcard photographs of R.F.A. Olwen, or any of the previous ships in the series (listed right), may be obtained from "Navy News" Postcard Dept., 13 Edinburgh Road, Portsmouth. Each card costs 6d., post free.

Readers may send a sixpenny stamp or a postal order for each card, or a 6s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s. post free.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darting, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, and Fife.

Warrior, Britannia, Bermuda, Victorious, Connaught, Alamein, Visigo, Tyne, Jutland, Talent, Paliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achern, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Rocbeck, Mohawk, Hecla, Nalad, Ocean, Zulu, Lofoten, Reclaim, Graton, Orpheus, Ursa, Woolaston, Dundas, Fearless, Mankman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless and Fife.

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EXCHANGES
(See page five)

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To A/CERA
MX 887797 S. W. Foster, M 928514
H. A. R. Beeson, M 928714 C. J. Cannon, M 928891 I. E. Edmunds, M 928909 W. A. Beale.
To A/Ch Mech
MX 892229 W. A. Baxter.
To A/Ch Spt Art
M 956580 D. F. Kirby.
To Ch M(E)
KX 790220 L. M. Youngman, K 926987 A. W. A. Kitcat, KX 877422 T. G. Cochrane, KX 891606 A. Ozley.
To A/CCEA
M 928721 I. Copley, MX 902556 P. A. Scott, M 928618 T. G. Mead, MX 913618 J. G. Smith.
To A/COEA
MX 902675 G. A. Gash, MX 888026 R. J. Miller.
To A/Ch CEI Mech
MX 859895 J. C. Buckley.

To Ch OEI
MX 879691 N. J. Feeny.
To CRS
JX 830882 C. N. Booth.
To A/Ch Med Tech
MX 861273 I. M. Jones, MX 842467 B. Palmer.
To CPO MA
MX 898835 G. Matthews.
To CPO
857142 R. F. Dagger, 760001 J. W. Griffiths, 843365 P. Womack, 772079 V. D. Morris, 859079 R. P. West, 760150 H. A. Brown, 836395 J. E. Farries, 858196 R. F. Poulter, 818159 A. H. Savage, 646219 W. R. Salter, 820350 H. A. Gregory, 845933 H. R. Beer, 660734 F. Lightfoot, 856915 I. R. W. Brookes.
To Ch Smlr
888387 D. A. Piddington, 942040 J. P. Simpson.

To MAA
603677 R. B. Markham.
To CPO Wtr
894035 H. Mason.
To CPO SA
880403 J. Mahoney, 909186 J. M. Chapman.
To CPO CA
897371 J. R. Coombes.
To CPO Ck(S)
876841 A. A. Holliday, 861861 H. L. Williams.
To CPO Std
912558 S. R. Scott.
To CPO Ck(O)
831954 A. C. Priddle.
To Ch AF(AE)
L/FX 871736 J. F. Friel, L/FX 816472 K. A. Knifton, L/FX 838319 P. J. Grever, L/FX 838670 J. Asplin.
To Ch Air (AID)
L/FX 878441 P. J. Hodges.

POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at December 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Points awarded on November 30, 1967, are not effective until March 1, 1968.

CAA(AE) CAA(O) CAM(AE)
Dry Dry Dry
CAM(O) CEA(Air) CREA(Air)
Dry Dry Dry
CHELMech CHEL/CHREH(Air)
(Air) Dry

CAF(AE) 2445
CAF(O) 2354
CA(AE) 2119
CA(SE) 1033
CA(Phot) 1472
CA(Met) 1374
CHEL(Air) 2134
CHREH(Air) 2190
CPO 1997
Ch Smlr 780
CPO Wtr 1710
PO SA 1654
CPO Ck(S) 1675
CPO Std 2046 (2)

POAF(AE) 870
POAF(O) 440
POA(AH) 811
POA(SE) 1120
POA(Phot) 1051
POA(Met) 656
POEL(Air) 356
POREL(Air) 237
CPO 351
PO Wtr 216
PO SA 356
PO Ck(S) 1400 (2)
PO Std 826 (2)

LAM(AE) Dry
LAM(O) 370
LA(AH) Int. (18)
LA(SE) Int. (2)
LA(Phot) 476
LA(Met) 541
LEM(Air) Int. (29)
LREM(Air) Dry
LS Int
CPO Ck(O) 2226
MAA 1700
CERA/Ch Mech Int
LM(E) Dry
COEA/Mech Dry
POCEI/POOEI Dry
CREA/Ch REI Mech Dry
LREM Dry
CPO MA 538
CCY 1441
CRS 1781
CRS (W) Dry

PO Ck(O) 984
RPO 827
Ch M(E) 2054
COEA/Mech Dry
LCEM/LOEM Dry
Ch R EI 1368
PO REI Dry
LMA 244
LRO (T) 430
LRO (G) 302
LRO (W) Dry

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After 30 years in continuous commission, H.M.S. Plover, the coastal minelayer, paid off at Port Edgar on December 4. Her tasks will be taken over by H.M.S. Abdiel.

During the war, Plover made 165 sorties against the enemy, and laid more than 15,000 mines, her first minefield being south of the Bass Rock, which she began only six hours after the declaration of war on September 3, 1939.

H.M.S. PLOVER LAID 15,000 'EGGS' — WAS NEVER HIT

When she left H.M.S. Lochinvar for Rosyth Dockyard, to be broken up, a piper played a lament as a dummy mine was ceremoniously released.

Built on the Clyde by Denny Brothers, H.M.S. Plover was commissioned on September 27, 1937. Apart from the Bass Rock

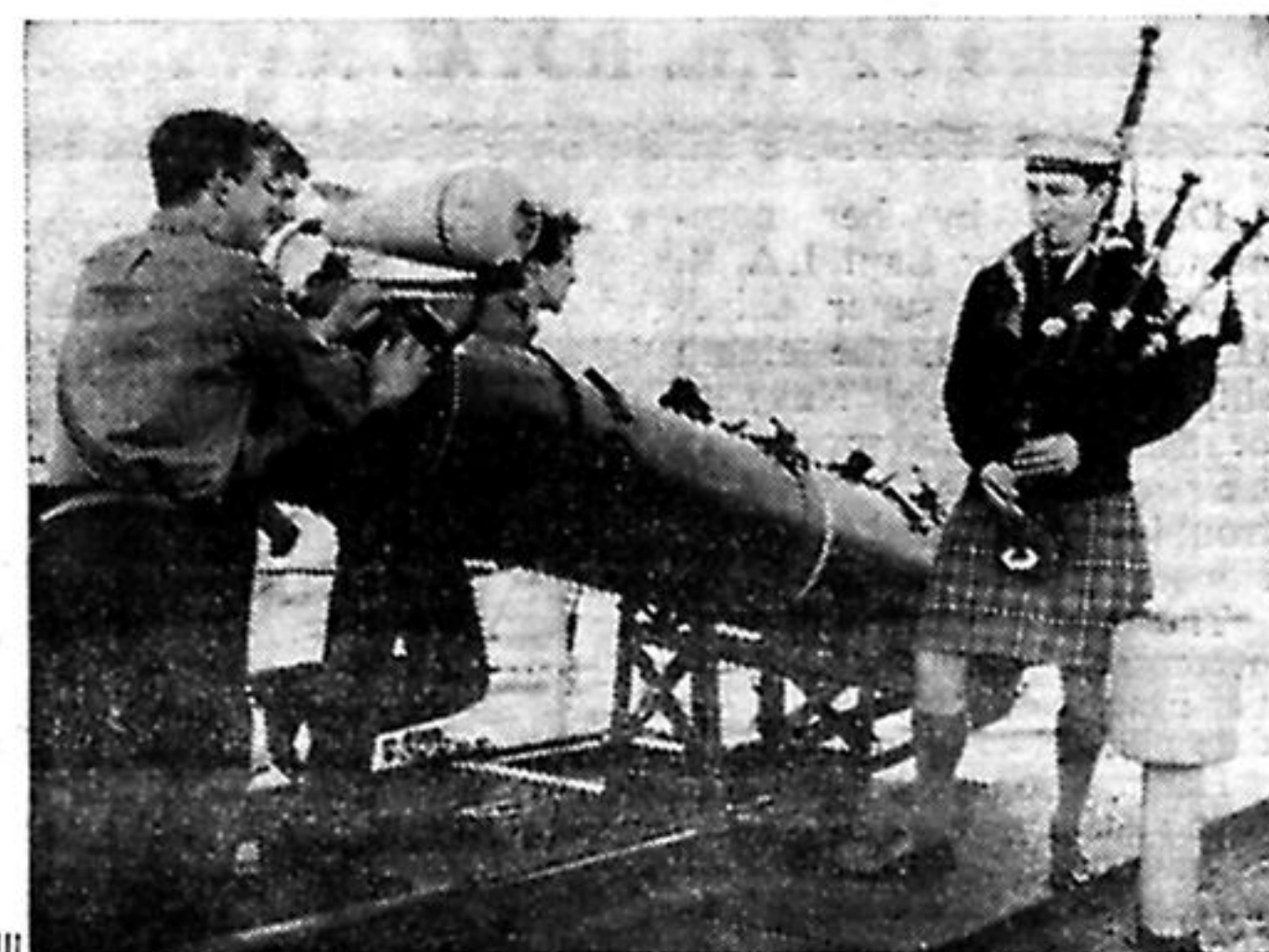
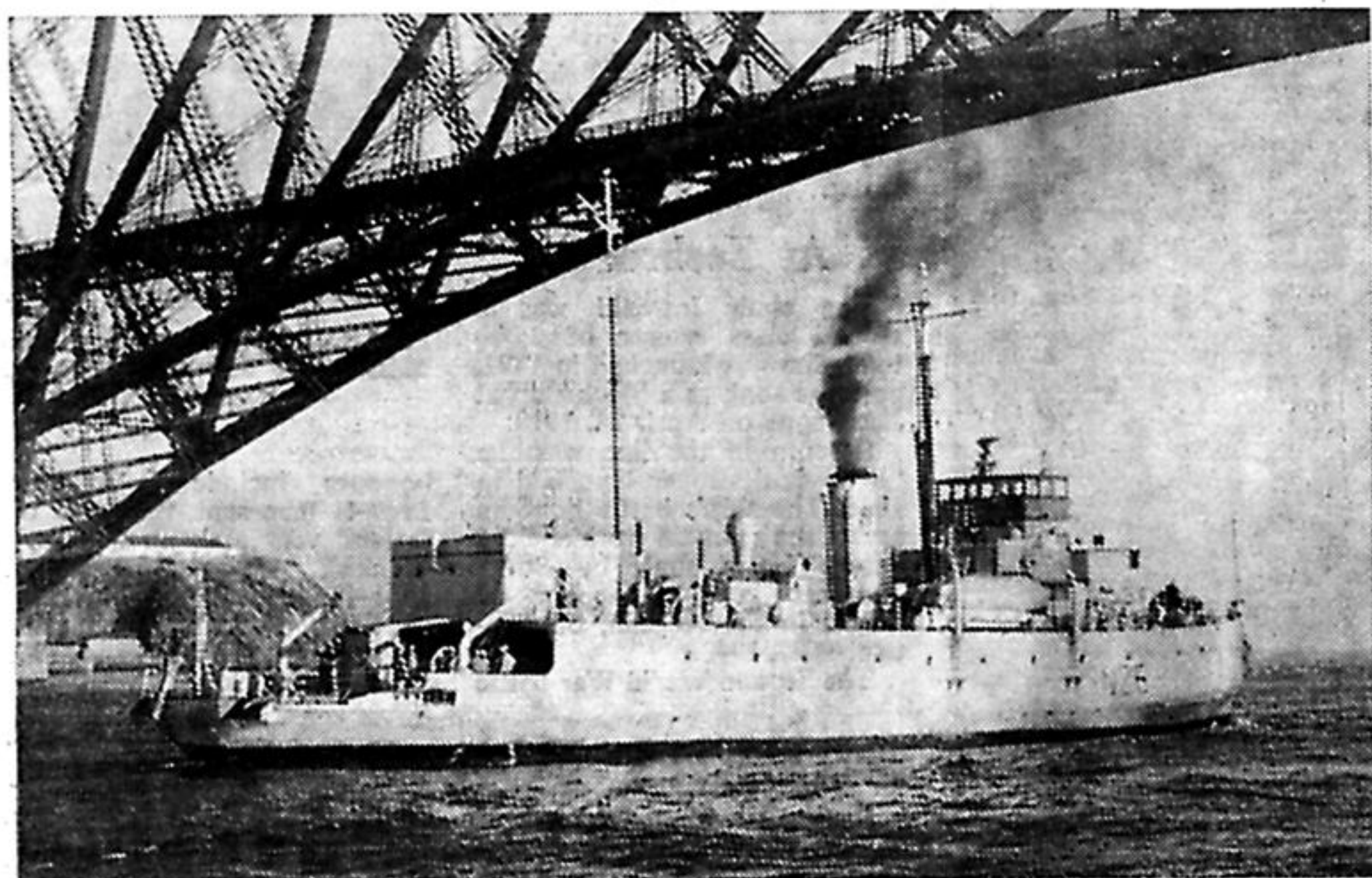
minefields, she laid mines throughout the war—off the coasts of the British Isles, off Narvik, France, Belgium, and Holland—her final wartime operations involving minefields to protect the D-Day armada.

H.M.S. Plover was the 11th ship in the Royal Navy to bear

the name. Her motto—"Noli me tangere" (Do not touch me)—was amply borne out. In all her sorties she was never hit and suffered no casualties.

After the war she became a tender to H.M.S. Vernon. Since January, 1966, she has been support ship and minelayer for the 1st Mine Countermeasures Squadron at Port Edgar.

H.M.S. Plover passing under the Forth Bridge for the last time. Top right: In a ceremony to mark the end of her career, a mine was released over the side to the accompaniment of the pipes



Bahrain trips for Fearless

During the second of three trips to Bahrain with stores and vehicles for the new British Middle East headquarters, H.M.S. Fearless, the assault ship, was visited by His Highness Shaikh Esa bin

Sulman al Khalifa, the Ruler of Bahrain.

The ruler was met by the Commander Naval Forces Gulf, Cdr. T. E. Fanshawe, and the commanding officer of H.M.S. Fearless, Capt. M. B. W. Kerr. After inspecting the guard of honour and being shown round the ship, he was given a demonstration of her capabilities.

He had a land-rover trip down the ramp from the flight deck to the tank deck, and then into a LCM in the flooded deck, which was then undocked and berthed once more.

On her third trip to Bahrain, Fearless visited Muscat, a town of biblical charm and story book atmosphere.

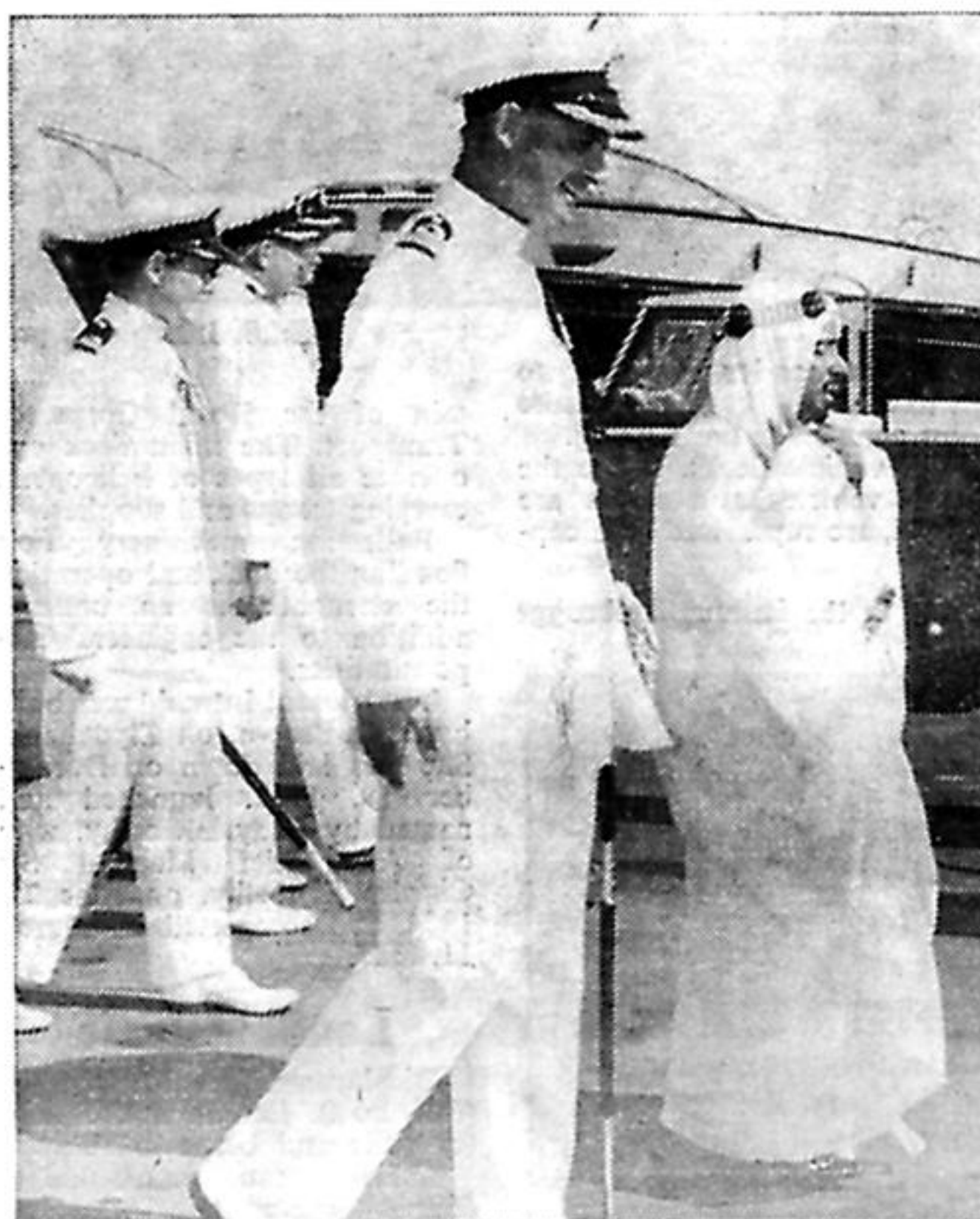
LINK WITH NELSON

The ship arrived, appropriately, on the anniversary of the Battle of Trafalgar, for Nelson spent some time there in 1775 in H.M.S. Seahorse.

The ship's name can still be seen among the many others painted or engraved on the hills surrounding the entrance to the harbour. These hills are sometimes called the Sultan's visitors' book.

Hospitality offered to the ship's company by the local and European residents was lavish. In return a Trafalgar Day cocktail party was given, at which there were over 80 guests, including members of the ruling family.

H.M.S. Fearless returned to Devonport on December 20.



The Ruler of Bahrain with the commanding officer of H.M.S. Fearless, Capt. M. B. W. Kerr

Lynx 'showed the flag' in 16 countries

H.M.S. Lynx arrived at Plymouth on November 23, 1967, after a year away and at the end of her fifth commission.

The ship has certainly been "showing the flag," for during the commission she visited 33 foreign ports in 16 different countries.

Her travels took her from Northern Europe to the Falklands, and included periods in West Africa, South Africa, South America, the Caribbean and the United States, to say nothing of having taken part in exercises with the navies of five different countries, steamed 83,000 miles, spent 92 days on Beira patrols, and 79 days patrolling the waters between Cuba and the Bahamas.

PHOEBE GOES IN FOR KITE FLYING

Boredom on the Beira patrol can be very exasperating and many things have been done to combat it—from quizzes and the like to assault courses, but one ship, at least, tried the ancient Chinese sport of kite flying.

H.M.S. Phoebe took up the sport in a big way, and the ship positively sprouted with kites of all manner of shapes, designs, sizes and degrees of success.

Not surprisingly the Chinese laundry crew were champions. They appeared to maintain their oriental contraption at a constant height by virtue of some magic shouted slogan.

NAVY'S SHOW SHIP
Phoebe left the United Kingdom on August 21, 1967, having

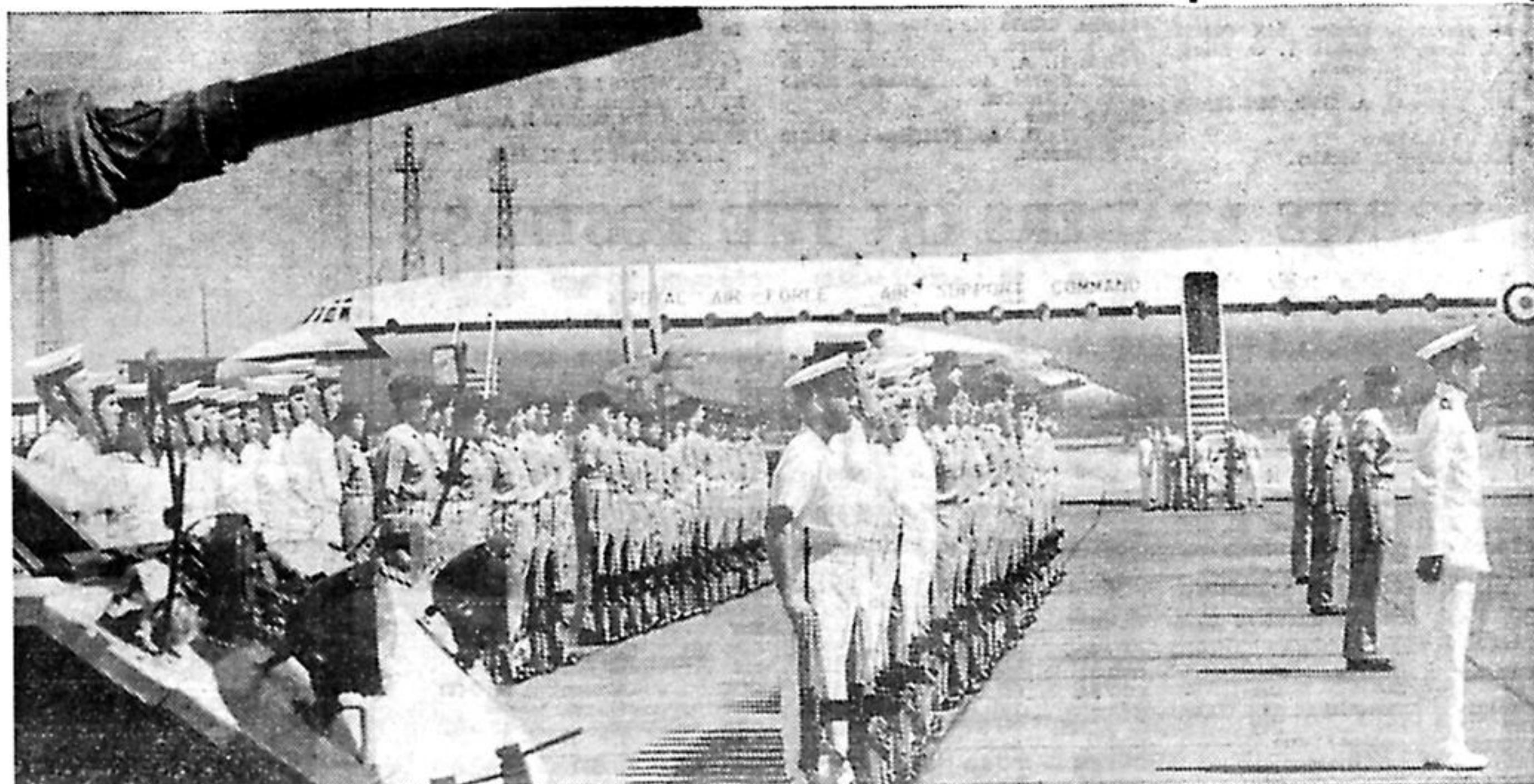
been in commission at that time some 16 months.

In that 16 months the frigate has taken part in various NATO exercises, served in the West Indies, been the Navy's "Show ship" during the "Meet the Navy Round Britain Cruise," and was diverted to the Mediterranean for the Middle East crisis.

She is now part of the Far East Fleet, being deployed in the Aden area.

HISTORIC OCCASION

The Royal Naval contingent from H.M.S. Albion, forming part of the tri-Service guard mounted at Khormaksar airfield, Aden, to bid farewell to the High Commissioner on 28 November, 1967, when the colony was handed over to its new rulers, the N.L.F.



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N.N.

Hampshire's C.O. was a boy seaman

H.M.S. Hampshire, the guided-missile destroyer, which recommissioned on December 16 after a refit in Portsmouth dockyard, is now commanded by Capt. R. J. Trowbridge, a 47-year-old gunnery officer.

Joining the Royal Navy as a boy seaman in 1935 on leaving Andover Grammar School, Captain Trowbridge was in H.M.S. Danae, on the China Station, in 1936 and 1937.

After service in H.M.S. Leda in home waters in 1938, he joined H.M.S. Barham shortly before the Second World War, and was serving in the ship when she was torpedoed at the end of 1939.

Commissioned in 1940, he spent the war in minesweepers and destroyers, taking part in the landings in North Africa, Sicily, and Italy while serving in H.M.S. Boreas.

JAP SURRENDER
He was first lieutenant of H.M.S. Wager on the East Indies Station and with the British Pacific Fleet, being present in Tokyo Bay for the signing of the Japanese surrender.

Specialising in gunnery in



Capt. R. J. Trowbridge

1946, Capt. Trowbridge commanded the Portsmouth field gun crew at Olympia in 1948, and spent the following 18 months in H.M.S. St. Vincent, the boys' training establishment.

Shortly after the outbreak of the Korean War he joined H.M.S. Cossack on the Far East Station, as squadron gunnery officer.

Promoted to commander in 1953, he attended the Naval Staff College and, after a further two years as fleet gunnery officer on the Far East Station, took command of H.M.S. Carysfort.

Since his promotion to captain in 1960 he has served at the Admiralty, been captain of the Fishery Protection Squadron in H.M.S. Duncan, held a NATO appointment in Naples, and attended the Imperial Defence College.

Married, Capt. Trowbridge has two sons aged 12 and eight.

RECOMMISSIONING
Large numbers attended the recommissioning ceremony, which was followed by "Open to families" and an official reception and lunch party on board.

The commissioning warrant was read by Capt. Trowbridge, and the guard was inspected by the chief naval guest, Rear-Admiral P. M. Compston, Flag Officer Flotillas, Western Fleet. H.M.S. Hampshire is affiliated to the Royal Hampshire Regiment, and its band was present under Bandmaster G. E. Gregory.

There was an imposing list of official guests headed by the Lord Lieutenant of Hampshire (Lord Ashburton).

Sunday, December 10, was the 26th anniversary of the sinking of H.M.S. Prince of Wales and Repulse. During the visit to Portland of H.M.S. Naiad I was surprised to find that her commanding officer, Capt. Sir Peter Anson, Bt., was, like me, a survivor of the Prince of Wales.

As I have only met three other serving survivors in the past 16 years, this incident made me wonder how many other survivors are possibly still serving.

My rating during my service on board was petty officer, L.T.O., and while I realise that there are not likely to be any of my messmates still in the Service, there may be a few ex-boy seamen.

Unfortunately, I eventually became a prisoner of war of the Japanese, which resulted in my leaving the Navy in 1946 for four years, during which time I lost touch with the other naval inmates of Changi, and with the other members of the Prince of Wales.

News of other survivors would be welcomed.

C. F. Firbank.
(CPO, T.A.S.I.)

H.M.S. Vernon,
Portsmouth.

Interested in the two V.C.s

I was interested to read in "Navy News" (December issue) the item referring to two V.C.s exchanged—one from the Relief of Lucknow and one from H.M.S. Rodney.

My grandfather served in Rodney during the Crimean War, and received the Medal with Bars for Sevastopol and Inkerman. He also served in H.M.S. Pearl Naval Brigade in the Indian Mutiny, and was at the Relief of Lucknow. At that

EXCHANGES

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. In accordance with Defence Council Instruction 1141.65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

OEM E. Usher, D/078274, H.M.S. Collingwood (over six months) will exchange with similar rating in Scottish Command—preferably ship in Rosyth or H.M.S. Cochrane preferred.

LEO(W) A. Moore, H.M.S. Fife, wishes to exchange drafts with any IRO(W) at, or due to join, H.M.S. Drake. (Compassionate reasons.)

A LOEM P. J. McMahon, JRA Mess, H.M.S. Collingwood, being drafted to H.M.S. Tenby for Home Sea Service commission on February 5, will exchange for similar draft to ship based on Portsmouth or Chatham.

ME(G) G. Clendon, H.M.S. Wakeful, Home Sea Service, will exchange with similar rating (A.W.K.A.M.C.), who is detailed for general service commission.

POMIE W. Jewell, H.M.S. Victorious, on draft to H.M.S. Hermes, March 31, will exchange for general service commission in small ship.

in Cornwall, where Mrs. Sheila Haddock and twin daughters Carole and Linda await the return of the menfolk.

Peter, just starting his naval career, completed training as a radar operator six months ago, when he joined his father aboard the aircraft carrier. Both are keen outdoor types, enjoying swimming, camping, sailing and fishing.



Rescue in 20-ft. waves

The courage of PO Douglas Scott, of H.M.S. Hardy, who dived into heavy seas, whipped up by a force nine gale, off the north-west coast of Scotland, has been recognised by the awards of the Royal Humane Society's bronze medal and certificate.

The presentation was made by the Commander-in-Chief, Ports-

mouth (Admiral Sir John Frewen) in H.M.S. Vernon on December 5.

Realising that the seaboard which he was steering could not reach the man, PO Scott dived into the 20-ft. waves, swam 20 yards, reached the man and supported him until the boat was eventually brought alongside.

LETTERS TO THE EDITOR

Captain was a fellow survivor

KEEPING IN TOUCH

Recently I visited Exeter branch of the Royal Fleet Reserve and was given a copy of "Navy News." This was the first time I had seen the paper, and was delighted with it.

I have been a "civvy" now for ten years, and to gather such news and information as I did from "Navy News" gave me great pleasure, and has brought me up to date with the Service.

The only way I can keep up to date is to have a copy of the paper each month. Would you kindly send me forms so that I can order for and on behalf of my club.

B. J. Hudson.
(Asst. hon. secretary,
Exmouth White Ensign
Association)
Exmouth (Devon).

time he was an A.B. His ship's books number in Rodney was 52, and in Pearl 153.

These particulars I have obtained from his service certificates which I have before me, and these are particularly interesting, especially as indicating

the length of time spent in some ships.

J. H. Allen.
(ex-R.N.)

Lymington, Hants.

Sorry about loss of Victorious

I am sad to note the proposal to scrap the 35,000-ton carrier H.M.S. Victorious. The ship was completely rebuilt in 1952-8, and is equipped with the most modern equipment.

She is not obsolete, and the decision to scrap her purely to save money is a short-sighted decision on the part of the Government.

Anthony Cleaves.
Pontypool, Mon.

R. Naval Division

Thank you for your help concerning my inquiries about the Royal Naval Division. The commander, Royal Naval College, Greenwich, informs me that the president is Brigadier B. B. Rackham, and the hon. secretary and treasurer, Lieut.-Col. G. Boucher, 238 Fir Tree Road, Epsom Downs (Surrey).

The College is still closely connected with the Association and the R.N.D. memorial stands in the grounds.

G. Ashcroft.
Formby (Lancs).

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PONGO'S LIFE IN THE NAVY

The title of this piece may make you matelots wonder what is happening to the world, but with the first commissioning of H.M.S. Fearless, "Pongos" were part of a ship's company on board one of Her Majesty's ships. I joined Fearless on January 4, 1966, in Devonport Dockyard, about five in the evening.

After passing sleek destroyers, frigates, cruisers and massive aircraft carriers, I was rather disappointed when the taxi finally came to a stop alongside one of the most ugly, ungainly-looking ships I'd ever seen in my life.

Yes, there was Fearless, looking like a ship just in from the wars, with cables, propellers (I learned later they were called screws), and loads of other gear all over the flight deck.

During the next few weeks I learned most of the basics of ship life. What the sharp end and the blunt end were; how to go from one place to another without getting lost; the different ratings in the Navy.

I shall always remember the second day on board when I called a petty officer with three good conduct badges on his arm, "Sarge."

Learned to scrub

I also learned how to scrub out heads and bathrooms, passageways, and what have you, just like Jack. Gradually I became accustomed to my new way of life.

When I first joined there were 21 of us sappers (Royal Engineers). We made up part of the Amphibious Beach Unit—"Gash hands"—and our part of ship was mainly the vehicle decks, i.e. tank deck, lower vehicle deck, and half deck.

I can't honestly say that I thought

mine was an Army job, but I soon became proficient with a broom, paint brush, and other items that help to keep the place ship-shape.

From January until August we were involved in trials, landings, more trials, work-ups, more trials, and just about everything the planners could think up for us to do.

These were our happy days, when we didn't have too much cleaning to do. During this period we made time to visit Belfast, Brest and Gibraltar.

Turning point

This to me was a turning point. It seemed, almost, to make the hardships of ship life worth it. All were good runs ashore, with the Army, Navy and Royal Marines side by side at the nearest bar.

It was then I found out that Jack must have cut his teeth on a beer bottle. I was literally drunk under the table.

Although Fearless is an ugly ship from the outside, once inboard and you marvel at the engineering and construction that has gone into her, and soon realise the great potentialities that she has.

We are almost at the end of the commission now, having travelled to Gibraltar, Malta, Aden, Mombasa, Durban, Singapore, Hong Kong, Korea, Okinawa and Hiroshima, either on courtesy visits, or on duty. I think that I can give you a summing up of what the Navy is like to a pongo.

There are a lot of faults with the Navy, but I think the main one is that the Navy is too old-fashioned. Not in ships, but in tradition.

For instance, I don't like standing to attention on the flight deck, waiting for another warship to pass, with a 3-ton petrol bowser dangling from a crane over my head.

Jack is a happy-go-lucky, devil-may-care bloke, who can drink himself under a table, but still be on time the following morning for both watches.

I've never met a better set of blokes than on Fearless, and when ashore friendly rivalry between us is a common thing. Some of my best "oppos" are matelots.

There is, however, one good tradition in the Navy. I'm sure all sailors will agree, and that is the "tot," the "lovely bubbly" that gets dished up every dinner time, and makes life worth living.

Summing up my 21 months in Fearless—I dislike the amount of communal work that is done on board, as it makes me feel like a char. It also takes up a lot of valuable time, although I know it is necessary.

Beer rationing

The living accommodation leaves much to be desired—too small and cramped. We pongos found that there wasn't enough room for our kit.

Another major "drip" was the beer rationing. We are allowed two cans per man per day, which we thought was rather drastic.

The duties we had to do on board were rather stiff by Army standards. We were doing one in four, or one in two, compared to the two or three per month in an Army camp. The punishment system, to my

RITUAL OF 'ROUNDS'

By the time I had got my kit stowed, had a wash, etc., and had my supper, it was almost seven o'clock.

Suddenly everybody seemed to get up and start putting things away, sweeping up and mopping out.

"What's going on?" I asked. "Cleaning up for rounds" said an N.C.O.

"Oh!" said I. It was explained to me that every evening we had to go through this ritual and, as if this wasn't bad enough, he proceeded to tell me about Saturday morning rounds, which to us would equal an O.C.'s inspection in an Army camp.

I was beginning to have misgivings about the Navy when he dropped the final bombshell.

"By the way," he said (the N.C.O. that is), "You don't have a lie in on a Sunday morning."

I almost cried. Although I had only just left my training regiment, where life was supposed to be hard, this routine seemed more like a prison camp.

mind, is out of date and rather childish.

The best thing about the Navy is the amount of travelling you do. I've seen a lot more of the world these past 21 months than I will probably see in the rest of my service.

The sense of comradeship you get in the Army is good, but it is not as good as in the Navy.

The fabulous runs ashore I've had, in different countries, will always be remembered, as will the names and faces of my many matelot friends.

All in all I reckon that during my service in Fearless I have had a first-hand account of how the Navy lives, works, drinks and fights—both on board and ashore, and truly, one of the greatest compliments I ever had was when one of my Navy oppos said to me, "You're more of a matelot than a pongo."



"Diddums little Pongo want to stay in his little bunksie-wunksie for Captain's rounds then?"



If you were posted abroad tomorrow, here's how Westminster Bank would help you

THINK A MINUTE. One of these days a posting abroad may be a very real possibility. And that's when you could be thankful you've got an account with Westminster Bank. Here are four typical problems for members of H.M. Forces and how the Westminster Bank helps solve them.

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nevertheless very, very wise. You can arrange with the Westminster to pay fixed amounts into a deposit account. (Where it accumulates interest.) Or to some other investment. This way you know you'll always have money when you come home.

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WORKING PARTY'S REPORT—No. 2 Welfare records procedure

A detailed account of the duties and responsibilities of the Royal Navy's Family Welfare Organisation is given in the Working Party's report.

Welfare sections were first set up in 1935, but the war saw a big expansion in the work, with additional sections being established in most of the principal ports.

In 1944 came the introduction of Wren welfare workers, 17 of whom were first trained as home helps.

After the war there was the usual run-down until eventually only three Family Welfare Sections remained—at Portsmouth, Devonport and Lee-on-Solent.

IMPORTANT FACTORS

With the introduction of centralised drafting for General Service ratings the commodores of the home ports lost some of their direct powers, but as welfare authorities they still remain responsible for deciding the following important factors affecting their ratings:

- (a) Recommendations for compassionate draft.
- (b) Extension of leave for ratings on compassionate leave from abroad.
- (c) Stoppage of marriage allowance in accordance with B.R. 1950, Article 771.
- (d) Welfare clearance for re-entries (Q.R. and A.I., Article 0846).
- (e) Welfare clearance for re-engagement (Q.R. and A.I., Article 0827).
- (f) Recommendations for compassionate discharge by purchase (Q.R. and A.I., Article 0862).
- (g) Parliamentary inquiries.

Family Welfare Sections "exist for the use of all ratings wherever they may be serving, and their main task is to advise and assist naval ratings and their

The report of the Working Party on the Royal Navy's Family Welfare Organisation is being dealt with in a series of articles for "Navy News." Next month's article will be on the subject of "Future organisation."

wives and families in any domestic troubles or difficulties which may arise."

The work which results from these terms of reference may be divided into two headings:

- (a) Dealing with domestic and matrimonial problems which are usually accentuated by separation.
- (b) Investigation into requests for compassionate leave, draft and discharge, and for stoppage of marriage allowance.

It is a cardinal principle, that Family Welfare Sections do not carry out an investigation until they are actually asked to do so.

The request, may, however, come officially or unofficially.

When investigating cases it is the duty of the Family Welfare Section to try to obtain the true facts of the situation from somebody who can give an unbiased opinion. These facts must then be reported to the commanding officer, accompanied, if applicable, by a recommendation for action to be taken.

It is emphasised that the Family Welfare Section only makes a recommendation, and it is up to the commanding officer to decide on necessary action.

After referring to assistance given by SSAFA, the report refers to records.

Detailed histories of all cases dealt with are kept in individual Family Welfare files.

Each file is kept by the rat-

ing's welfare authority, and at present some 17,000 files are held in Portsmouth, 8,000 at Devonport, and 10,000 at Lee-on-Solent.

SHIP RECORDS

A man's file is normally destroyed when he is finally discharged, unless it is considered it might be required for future reference.

Ships' welfare records, when of interest, are forwarded to a rating's next ship when he is drafted, or to his welfare authority if his next draft is not known.

The Family Welfare Sections receive copies of all family passage lists so that relevant extracts from a Family Welfare file can be forwarded to the commanding officer at the overseas station when appropriate.

It is normally the practice for Family Welfare Sections to discuss cases with the Drafting Authorities before framing recommendations for compassionate draft, so as to ascertain the effect on a rating's future service and also how the draft will affect the provision of a relief.

THREE GRADES

Three grades of compassionate recommendations are used.

- (a) Essential—must be done.
- (b) Most Desirable—even though it may seriously interfere with the requirements of the Service.
- (c) Desirable.—If it can be arranged without seriously interfering with Service requirements, or seriously inconveniencing other ratings.

Compassionate draft may be for a stipulated period (normal maximum six months), or it may be reviewed at the end of a certain period.

The Welfare Authority is responsible for conducting this review and for making any further recommendations necessary.

Bringing Rowner to life

Four walls and a roof is a first requirement for any family, and especially where domestic life is subject to sudden moves. Even with hindsight, therefore, it is difficult to challenge the rightness of the original decision for the Rowner naval married quarters estate at Gosport, that in the first phase homes should come before amenities.

Supermarket, post office, and meeting place were scheduled in the second phase of the building.

Though the choice at the beginning was one or the other, a strenuous effort is now being made to have both, due to anxieties which have been expressed at highest level in the Navy about social problems on the estate.

CONFERENCES

Conferences have been held and active thought given to what could be achieved in the nature of a "crash programme" until the full permanent amenities of the estate are constructed.

For some months now there has been a full-time padre, and the latest moves are the appointment of a chief Wren welfare worker and daily visits to the estate by the Naval Wives Information Service.

Strenuous efforts are being made to get buses and telephones, and have better post office facilities to ease the irritation of those long allotment-day queues.

The aim is to bring Rowner to life as a community within the shortest possible time, by letting the wives see that the Navy is thinking about them, is trying to clear away nagging irritations, and providing a basis upon which the wives themselves can join in raising their

spirits above "brick jungle" level.

There will always be problems at Rowner, due among other things to the absence of a parent naval establishment as a focus for recreational activities, but this could be turned to some advantage if it stimulates local authority interest in the growing community within its boundaries.

With families continually on the move they tend to think much more about today than jam tomorrow, but the vast increase in married quarters is

already having its effect in getting some families settled—for long periods, thus helping to contribute continuity and stability in organising recreational life.

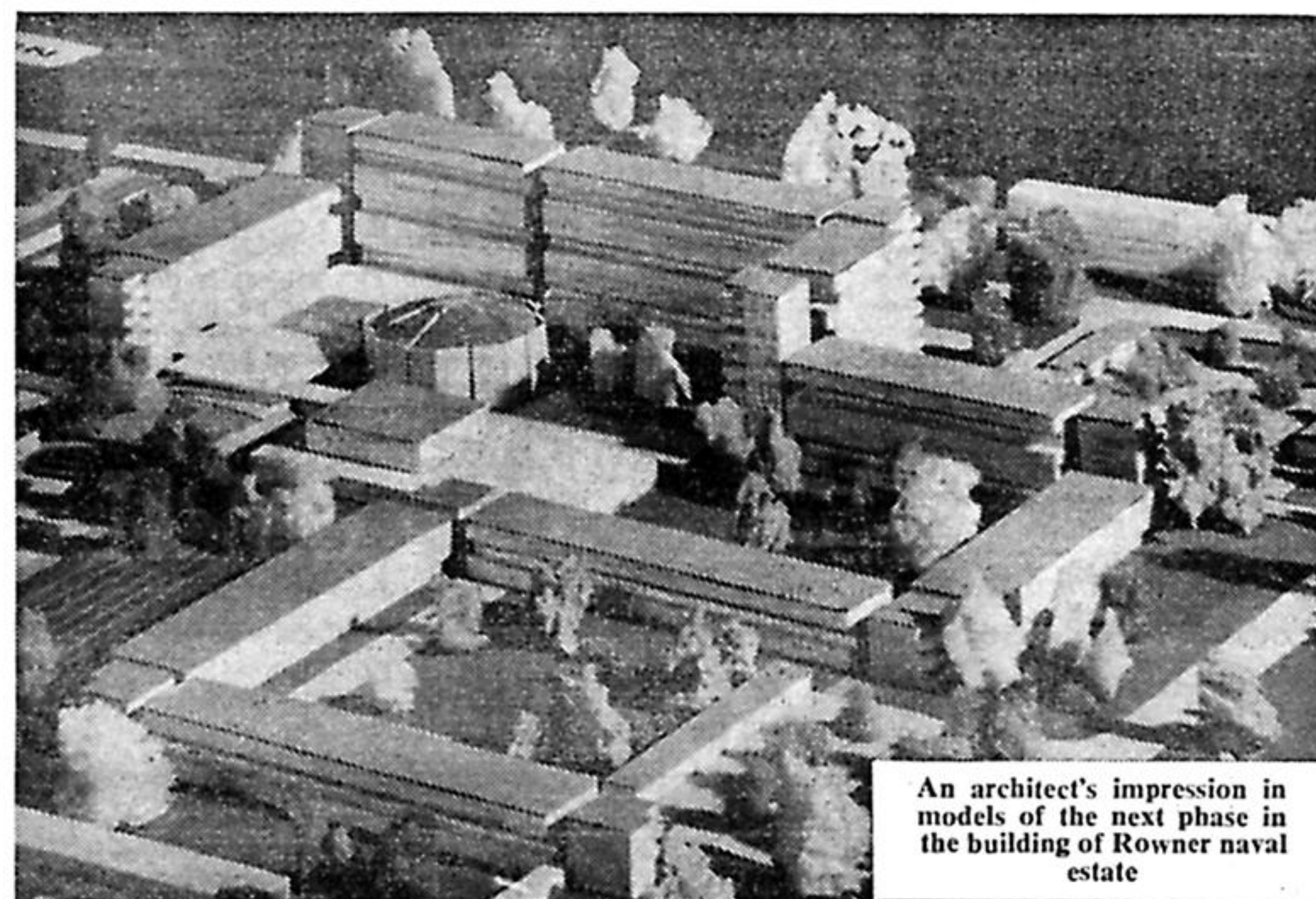
It may appear of mere academic interest at the present time that 76 weeks away is the completion of the permanent "heart" of the township. However, families still there at that point in the future, and those newly arrived, should find a very different Rowner.

Another 300 homes are going up, and the £1,800,000 contract

includes a neighbourhood centre consisting of a N.A.A.F.I. shop, estate store and office, community centre, and 12 lock-up shops with stores which will be rented to private traders.

N.A.A.F.I. shops, and community centre will be at first-floor level, with access to them from a pedestrian precinct which will be linked to the existing bridge over the road which separates the two parts of the estate.

Space has been allocated for a public house and petrol station at a future date.



An architect's impression in models of the next phase in the building of Rowner naval estate

LOOK! THE CHOPPERS



Leading Seaman Danny Spain (28), of Bedford, who is serving with the Far East Fleet based on Singapore in the submarine depot ship H.M.S. Forth, took his wife Patricia and their four-year-old son with him when he reported for duty recently. The ship was holding a sea day for families. This involved sailing from the Singapore Naval Base to the Malacca Straits, where they watched helicopter and submarine demonstrations.

Bomb in his shop

The last time Mr. J. Loughlin was managing a NAAFI shop he found a bomb in it. That was a few months ago at Steamer Point in Aden. Luckily the bomb didn't go off, and Mr. Loughlin is still around.

He has just moved to Rowner Estate, Gosport, where N.A.A.F.I. has put up a new shop for the 1,700 families there.

The opening was on December 11, being performed by Capt. G. W. D. Spriggs, Chief Staff Officer (Personnel) to the Commander-in-Chief, Portsmouth.

The sectional building, which is 75 ft. long and 30 ft. wide, was transported to its site by road. The £10,000 project was designed by N.A.A.F.I., planning permission obtained, and the building erected and fitted out in only six weeks.

The shop, which also houses a sub post office to be opened in January, is a temporary measure and will eventually be

replaced by the largest N.A.A.F.I. supermarket planned for the Royal Navy.

By then a further 800 families will be living on the Rowner Estate.

ONCE 'SKIPPER' TO A PRINCESS

Admiration for naval wives and a wide understanding of their problems have been brought to the Rowner naval estate at Gosport by Chief Wren Welfare Worker Edith Husted, who has an office in the Married Quarters Office in Grange Lane.

Miss Husted joined the Wrens in 1941 and eventually was involved in family welfare work. She left the Service about 1949, but quickly found that she missed her old duties and in nine months had rejoined. She has been engaged in family welfare work ever since, mainly at Portsmouth, London, Singapore, Culdrose, and Lee-on-Solent.

As a keen Sea Ranger she was skipper of the Wrens' crew serving at H.M.S. President (3) at Windsor, and was honoured to have a Very Important member—Princess Elizabeth, now the Queen.

MET AT WINDSOR

To ease security arrangements, the Sea Ranger crew met at Windsor for the Princess's attendance at meetings.

"When we were off duty we camped a lot at week-ends in the private grounds at Windsor," said Miss Husted in a interview with "Navy News."

"Princess Elizabeth used to join us during the day, and the King and Queen often had tea with us on Sunday afternoons, and joined in our games."

Miss Husted's arrival at Rowner is a pioneering enterprise, no welfare workers having been stationed there before.

The naval wives will find a pleasant personality, a lively sense of humour, and a sympathetic ear.

HAVE TO BE 'MUM'

"In some ways," she said, "I feel I have to be 'mum' to many of them. The wives are more or less all in the same age group, 20 to 30, with no parents, or aunts, to turn to."

Miss Husted said the immediate aim must be to "bring a heart and soul" into the place.

IN CONFIDENCE

She regarded her work as both preventive and welfare. The wives could tell her their troubles in confidence, and tackled at an early stage could be prevented from reaching the "welfare case" stage.

Preventive work would be helped by providing stimulus to community activities, and she was pinning her hopes in this direction on a temporary community centre.

"The wives don't want to be over-organised," she thought, "but they do want somewhere to drop in, in an informal way, perhaps where they can run up a dress, get advice on handicrafts, or simply just to have a chat."

Miss Husted said the girls were marvellous to each other in cases of illness, and some efforts were being made to have baby-sitting arrangements among themselves.

"They are a good bunch," she said, "and with leadership and

facilities that spirit should emerge into an interested and interesting way of life."

Miss Husted is getting Wolf Cub packs going for boys on the estate in the New Year.

"There is an urgent need for helpers, men or women, preferably with Scout or Guide experience. At this office I am collecting the names of boys between the ages of eight and 10 who would like to join."

She also wonders about a public library service, or travelling library.

"If there is one," she remarked, "I have yet to find it. For the wives, books would be a welcome break on those long evenings, with the children in bed, and there's only the TV."

For wives in Edinburgh

For naval wives in Edinburgh, fortnightly coffee mornings will start again on Tuesday, January 16, at 10.30 a.m., at the Y.W.C.A. in Randolph Place.

The new secretary, Mrs. Dorothy Tatnall, writes to say that they have "adopted" the R.S.P.C.C. children's shelter, and during the summer a party of naval wives took the children on a picnic.

At the last coffee morning before the holidays, they held an auction, two-thirds of the money going for gifts for the children.

Mrs. Tatnall (Corstorphine 3580) mentions that there is a creche for young children.

ROWNER CLASSES

KEEP-FIT classes, Siskin Primary School, Rowner Estate, January 11, 27s. 6d. for 12-week term.

POTTERY, Bridgema Secondary School, Wych Lane, Tuesdays, 7-9 p.m.

In tribute to Mr. Ice Cream

To the children of British families living at Sembawang Springs, Singapore, he was "Mr. Ice Cream"—the friendly seller of lollies, cornets, and choc ices, and always an awaited caller at the roadway outside their homes.

Their parents, however, remember his unfailing concern for the safety of his young customers clammering excitedly with their 10 and 20 cent pieces as soon as his vehicle put in an appearance.

Always he would marshal them off the roadway on the inside of his parked ice cream cart, and keep them there away from the traffic while he conducted business.

As a result, when a car collided with his stationary sales cart in busy Sembawang Road, none of the children he was serving was hurt.

TAKEN TO HOSPITAL

"Mr. Ice Cream," 39-year-old Tay Kim Chua, who has six children—was himself, however, taken to Singapore General Hospital and detained with serious head and leg injuries.

Families, mostly service and civilian personnel employed in the Naval Base, grateful to the ice-cream salesman, have collected 330 dollars, which two of them, Mrs. Stella Johnson and Mrs. Pat Tilstone, have delivered to his wife, Mrs. Ang Guat Eng.

"He is a marvellous man and the children all love him," said one father. "He looked after them as if they were his own."

Until the tinkling bell of "Mr. Ice Cream" rings again in Sembawang Springs, the children will not forget the Chinese who joked and laughed with them—and put their safety before his own.

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WILL COMPUTERS REPLACE SAILORS?

Will the computer ever replace the sailor? As more and more ships, fitted with increasingly complex equipment, are commissioned, this question is often asked.

A question of urgent importance today is: Can the sailor, perhaps experiencing sea-sickness, noise, sleeplessness and varying climatic conditions, use and maintain efficiently the equipment coming into use in the Royal Navy?

In order to study the average

"I don't understand it—zero reaction on every test, yet when she comes in he blows all the fuses"



Who told the fish

Gibraltar, Simonstown, Mombasa, Diego Suarez and three Beira patrols—all in three months—may not sound too exciting, but the men of H.M.S. Daring, which left England towards the end of July, will tell a different story.

It was fiesta time in La Linea, and the strained relations between Britain and Spain did not matter a bit.

The stay at Gibraltar could have been much longer for most of the ship's company, but especially for the chief petty officer who got married there and had time only for an 18-

hour honeymoon with his English bride.

There was a variety of competitions to break the monotony of the Beira patrols. The fishing event, however, deserves special mention. Not a single fish was caught despite all the crafty subtleties (including dynamite) of the fishermen.

man's capabilities, it is necessary to carry out tests during the design stages of the equipment.

This is the purpose of the Royal Naval Unit at Cambridge, which accommodates and administers the men who attend for such tests at the near-by Medical Research Council's Applied Psychology Unit.

The tests are safe and interesting to the participant, and are divided into two groups: two-week "equipment design," and six-week "training and endurance."

The two-week tests are car-

ried out under perfectly normal conditions. No extra effort, additional hours, or any unusual conditions are involved. The subject's comfort is not disturbed.

The problems set vary between simple "Perception Tests" which involve distinguishing the identity of a five-letter word flashed on a screen at intervals in fluctuating conditions of light, to the more practical "control of moving objects" test.

In one such test the subject is seated in a small cabin 50 feet from his target, and controls an electrically-operated trolley moving either way in front of it at various speeds.

NOT COMPLICATED

The vehicle trolley will run on for a few feet after being braked, and the subject has to estimate this run in getting his trolley from the starting point to line up with the target without over-running.

This is not a complicated operation—but one which may decide the best form of future displays and instrumentation of a weapon-control system.

In another test the subject sits at a table in a sound-proof room. The centre of the table has two pointers. There are a number of coloured lights around the perimeter of the table which flash on at varying intervals. Noise at various frequencies is fed into the room.

The subject is required to line up the pointers manually, and at the same time identify the coloured lights.

In the "Vigilance Test" the subject is in a small cubicle facing on a motorway. The film is a film which shows traffic moving on a motorway. The film is seen from three vantage points and shows a number of incidents where vehicles park illegally, commit other offences, etc.

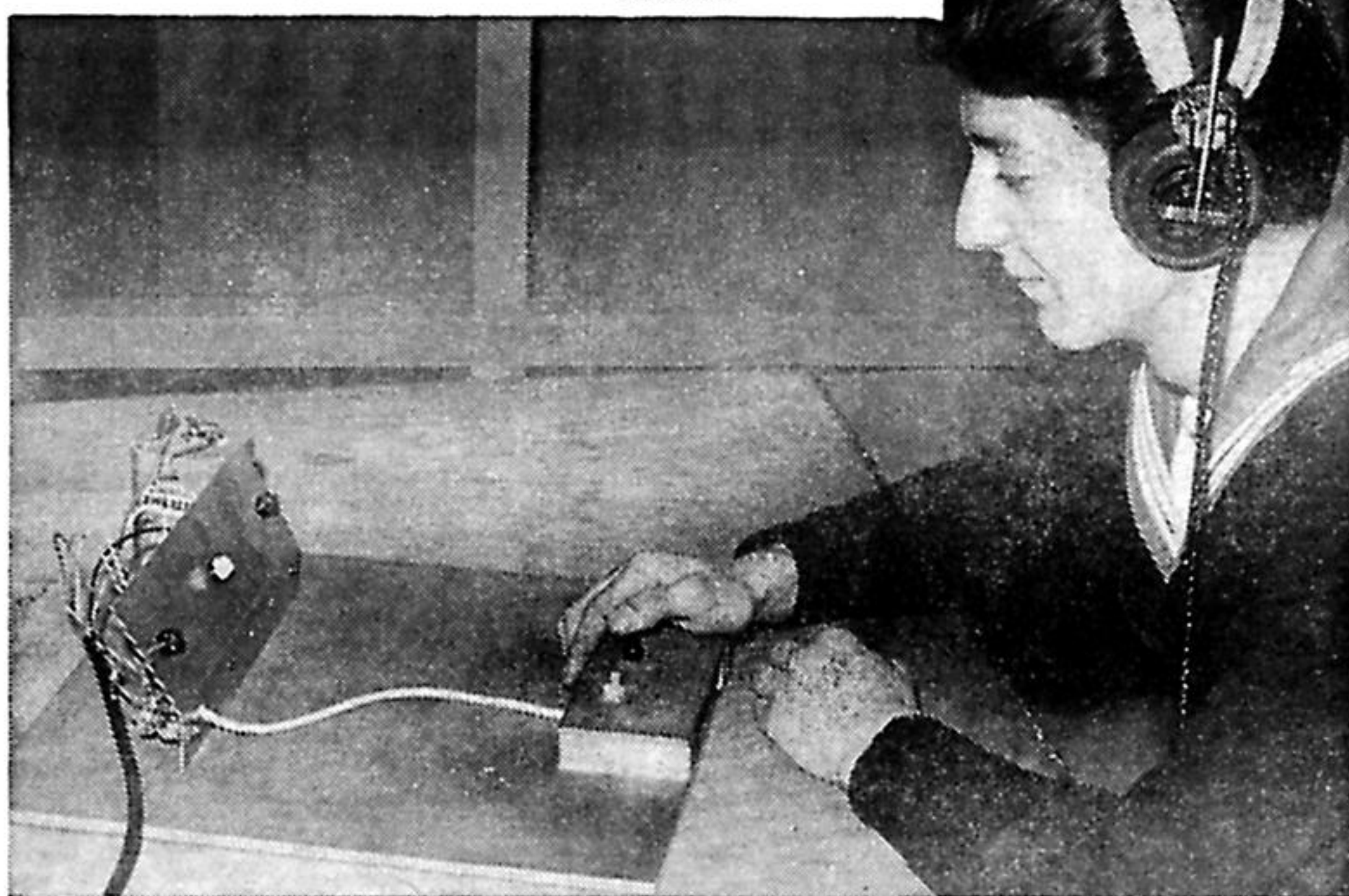
The incidents have been pre-marked by the Controller and are seen by the subject at 220,

440, and 880 yards.

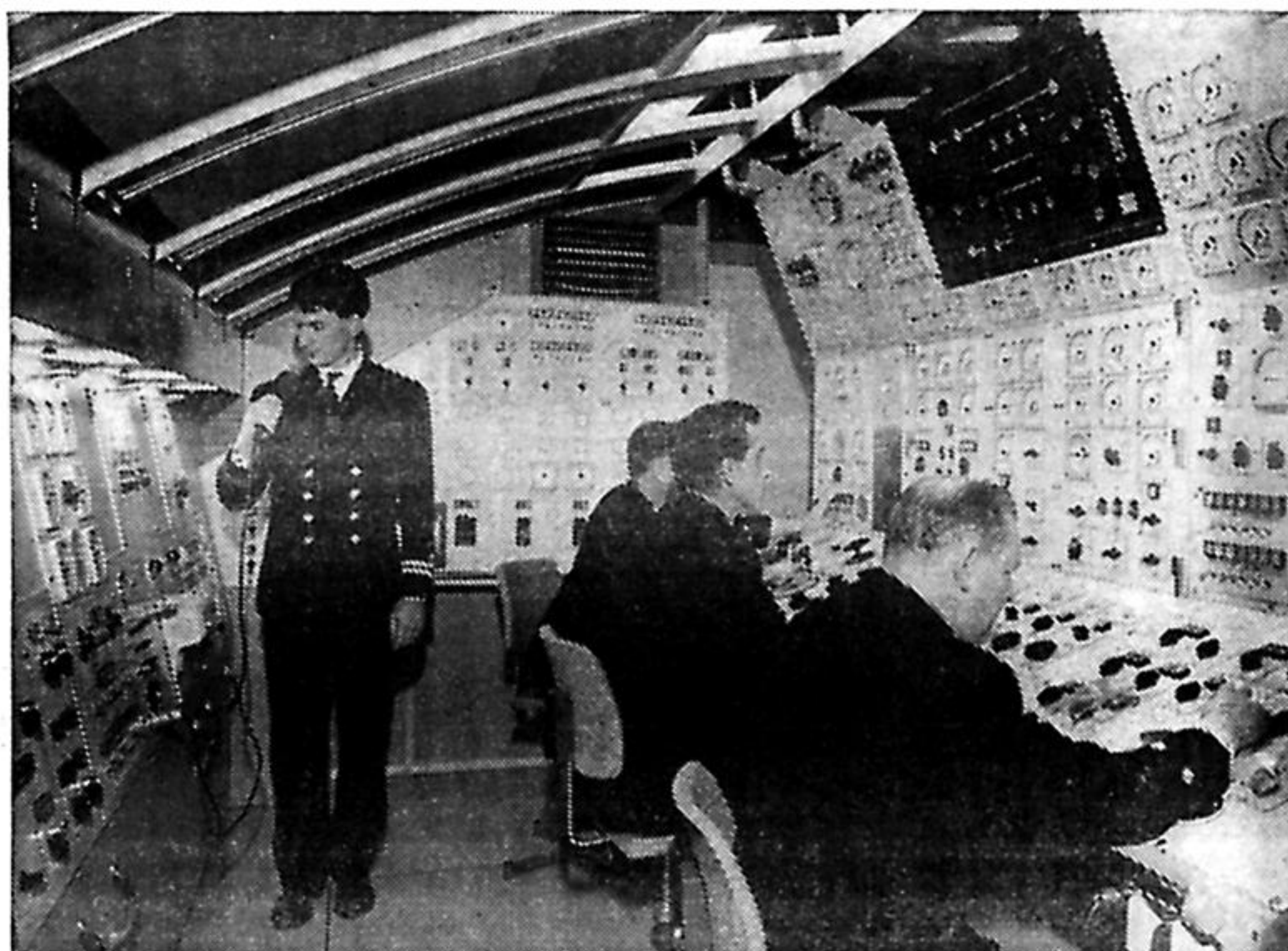
The subject is in contact with the Controller via earphones, microphone, and hand-buzzer. The subject is timed from the moment an incident occurs to the moment he informs the Controller of having spotted it by using the buzzer.

The six-week course may require the volunteer to remain awake for one night during each week, while the effects of loss of sleep on his ability to carry out the same kind of functional tasks is tested.

A subject with electric light and buzzer performing a simple experiment to test reaction



ON A TRIAL RUN



Lieut. M. G. K. Evans gives his team of instructors (left to right), Ch Mech B. Bewly; COEA (L) D. Satherley and CERA A. West, a trial run on the simulator

Dounreay's 'toy' unlikely to win pools

The Admiralty Reactor Test Establishment at Dounreay has a new "toy"—a Nuclear Submarine Manoeuvring Room Training Simulator.

The manoeuvring room, which is the same as that in a nuclear boat, is driven by a high speed digital computer.

Equations representing reactor kinetics, the electrical and

steam systems, are solved in a time cycle of 400 milliseconds, and the information is fed to the manoeuvring room gauges every 12½ milliseconds.

Sound effects, particularly the roar of the diesels air start, are achieved with a startling degree of realism.

ASSURANCE TO WRITERS

In a recent Defence Council Instruction which gave details of how the computerisation of naval pay and records will work (see NAVY NEWS, October), the Admiralty Board states that a phased programme aims at converting 6,000 accounts per month from the decentralised manual system to the computer. The conversion will start with a pilot batch in early 1970,

the evolution being completed by the end of 1971.

The Board also states that the complements of writer staffs are being currently reviewed.

The revised complements will produce some savings, but these are only likely to offset the current manpower shortage in the branch, without causing redundancy, or alteration to career prospects.

Our correspondent says "Eerie wailing noises can also be superimposed, being consistent with the feelings of the maintenance staff."

From the instructor's panel, defects can be put on the plant, resulting in various emergency drills. Some of these would be impossible to simulate on a live reactor, and it is hoped that they will never arise, but at least the operators now know what to expect.

Although the computer can be isolated from the simulator for use as a data processing system, there is little hope that the instructors will make a "killing" on the pools.

However, the senior instructor was last seen trying to code "No duties at week-ends."

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Vice-Admiral Pollock

Bravery in rescue

AB K. Holliday, of H.M.S. Grampus, has been commended by the Commander-in-Chief, Portsmouth, for "courage and determination."

The commendation recalls that on October 3 H.M.S. Grampus went to the assistance of a yacht which was in difficulties in the Channel.

On board the yacht were three people, one of them a woman, Mrs. C. Walliman. As the yacht passed close to the submarine, Mrs. Walliman jumped on board, being caught by PO Allen and passed to AB Holliday.

The commendation goes on—"There followed a particularly heavy series of waves which broke over the casing of the submarine for about five minutes, during which AB Holliday, with complete disregard of his own safety, not only held Mrs. Walliman, but also carried her along the casing and into the safety of the fin (conning tower)."

"He persevered despite being knocked off his feet several times by large waves."

The Commander-in-Chief says that AB Holliday "undoubtedly saved the life of the lady."

For the first time since 1946 a vice-admiral has been appointed as Flag Officer Submarines, an appointment which reflects the size and importance of the post.

Vice-Admiral M. P. Pollock, who was promoted to that rank on December 26, assumed command as Flag Officer Submarines and COMSUBEAST-LANT on December 28, relieving Vice-Admiral I. L. M. McGeoch, who was promoted on December 14.

Admiral Pollock, a gunnery specialist, was Flag Officer Second in Command, Western Fleet, from May, 1966, to July, 1967.

He was flying his flag in H.M.S. Tiger when the Rhodesian Conference was held in December, 1966.

During the war he was twice mentioned in Despatches for service in the Mediterranean and off the Norwegian coast. He was awarded the D.S.C. in 1944 while serving in H.M.S. Norfolk following the Scharnhorst engagement and operations with Russian convoys.

No new appointment has yet been announced for Vice-Admiral McGeoch, an outstanding submarine commander of the Second World War, earning the D.S.O. and D.S.C. when commanding the submarine *Splendid*.

Splendid was sunk by depth charges in April, 1943, and Admiral McGeoch was taken prisoner, but he escaped three times—twice from the Italians and once from the Germans.

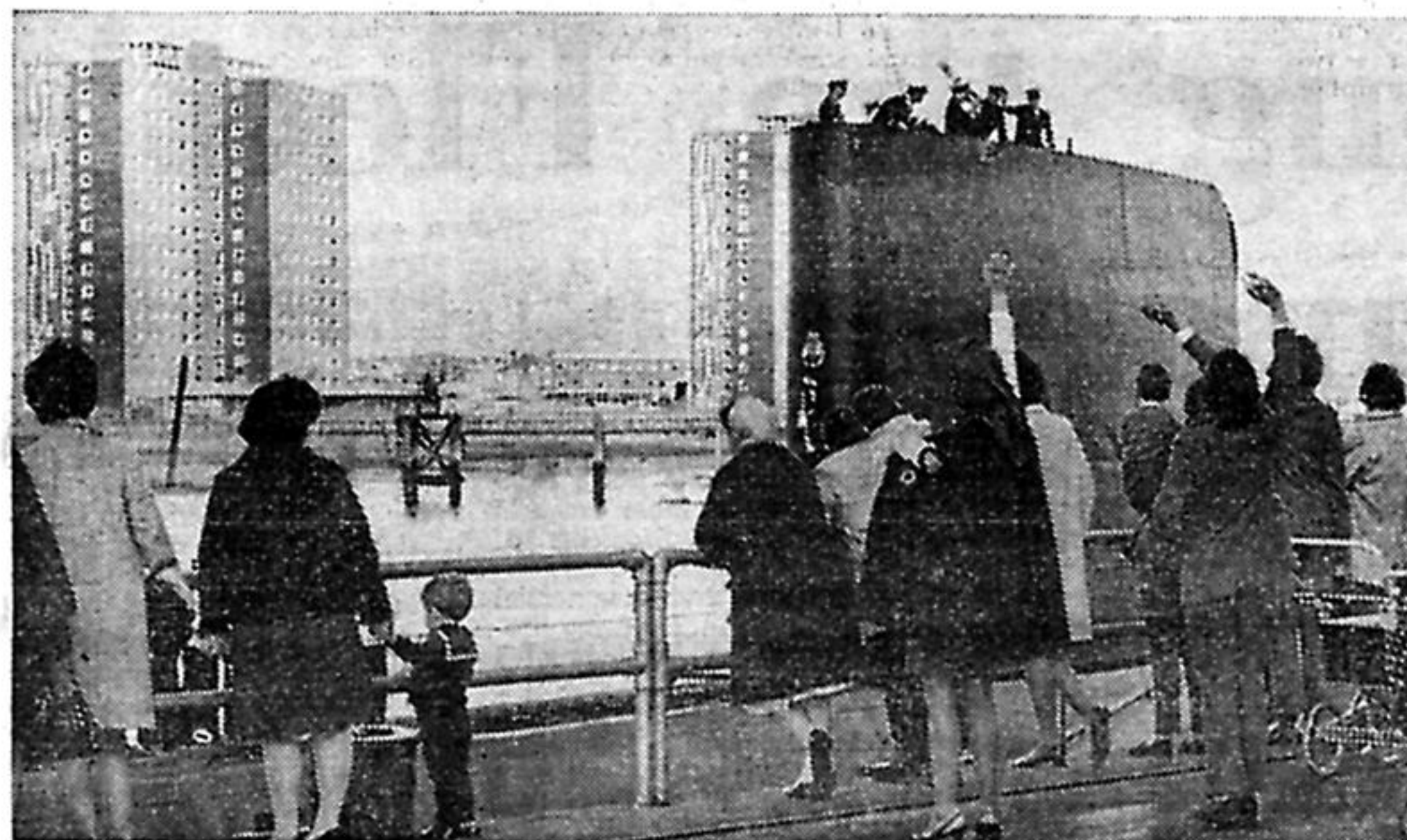
Appointments in recent years include command of H.M.S. Lion and President of the R.N. College, Greenwich.

After the formal turnover of the command Admiral McGeoch said farewell to his staff and was then rowed from the Dolphin pierhead to Haslar pontoon by Cpts. W. D. S. Scott, R. D. Cairns, W. Masek, H. A. Kidd, F. W. Hearn, and Surg. Capt. W. M. Davison.



When members of Ryde School cadet force were taken to sea for the day in H.M.S. Thermopylae, cadets Andrew Gower, Frank Brownsdon and Philip Jenkin were shown how a submarine dives and surfaces, by LME David Rackham, of Winchester

On the day of the turnover, Admiral Pollock's flag was flown in H.M.S. Grampus.



Families and friends on the jetty at H.M.S. Dolphin, waving goodbye to H.M.S. Cachalot on the start of her voyage to the Far East

HELENA JOY FOR AMBUSH

When H.M.S. Ambush returned to the United Kingdom on November 13 for the first time in almost eight years, an outstanding memory of her 14,500-mile journey home was the call at the island of St. Helena.

Such were the attractions of the small city of Jamestown that few people made the long climb out of the town to the top of the cliffs by way of the famous 699 steps.

Those who did were amply rewarded by magnificent views and further friendly local inhabitants, for the island fairly abounded in hospitality.

Some of the ship's company were lucky enough to visit the house where Napoleon Bonaparte lived and died. It is now a piece of French soil guarded by the French Consul, and almost a museum in its own right.

As a parting gesture to the friendly folk, the Governor (Sir John Field) and a number of local dignitaries were taken to sea for a brief dive off Jamestown.

It appeared that half the island's 5,000-strong community were lining the cliffs high above the town to witness this unusual event.

French Polaris

France has decided to build a fourth nuclear-powered missile submarine, expected to be the same type as Redoubtable, 7,900 tons, launched last year.

Redoubtable is expected to be in service by the end of 1970, and a second one, Terrible, in 1972.

The French "Polaris" type submarines will carry 16 missiles with a range of 1,700 miles. Tests of the missile system will take place this year.

U.S. strength

The current issue of the *United States Naval Institute Proceedings* reveals that more than half of America's fleet of 41 Polaris submarines are maintaining a non-stop watch on submerged patrol at any one time.

Normally, 21 or 22 submarines are at sea, and 10 or 11 are based alongside mother ships at the various bases.

The remainder of the fleet are undergoing refit or modernisation.

Brewery visit

Before H.M.S. Resolution, Britain's first Polaris submarine, leaves for America, the officers and crew had one important engagement to carry out—a visit to Scottish & Newcastle Breweries in Edinburgh.

Eighty-six officers, senior ratings, and ratings, travelled in three bus loads from Glasgow to Edinburgh, where the party was divided into two groups.

One toured Holyrood Brewery, and the other were the guests of Mackinlay-McPherson Limited, Scottish & Newcastle's wine and spirit subsidiary at their blending and bottling premises at Bath Street, Leith.

'Compo' scared natives

"Let's get away from it all," someone said during H.M. Submarine Amphion's assisted maintenance period in Singapore. "Let's see something of Malaya by canoeing the 45 miles from Kota Tinggi down the Johore River back to the Singapore Naval Base."

Arrangements were soon made. Mid. Paul Hind and six ratings (EM "Jock" Irvin, M(E) Michael Hamilton, AB Hugh Travers, LEM "Scouse" Hirst, M(E) John Stratton, and M(E) Alan Winter) were on their way.

The intrepid adventurers had to hack their way through swamps and undergrowth to get to some dry land for lunch, but the "Compo" sausage and beans, which was the party's staple diet, made it all worth the effort.

Both their means of transport and methods of cooking caused a great deal of amusement among the native Malays, but none of the Malays would

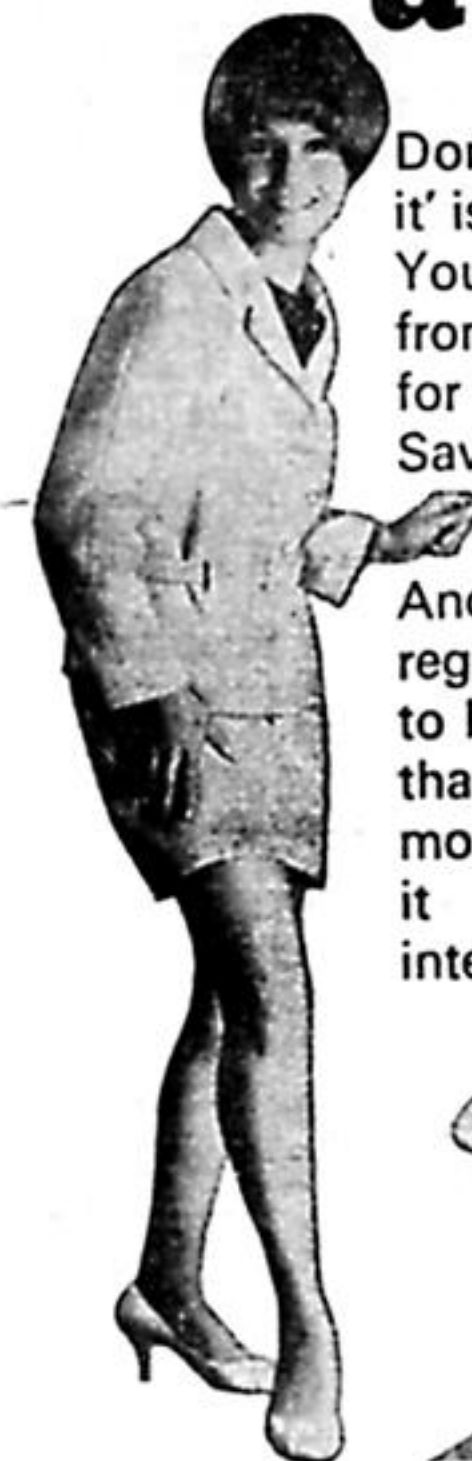
risk trying the sausages and beans.

A parang was taken to fight off any snakes or crocodiles that appeared, but the worst that happened was that LEM Brian Hirst was bitten by a large hairy caterpillar.

No fishing gear was taken. It was found that the flying fish were so eager to be caught that they jumped into the canoes. On the first occasion this happened the original occupants jumped out.

The party returned to the Naval Base having managed to stay on the surface for four days—quite an achievement for submariners these days.

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Navy News

EDITOR:
W. WILKINSON
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Tel.: Portsmouth 22351 (Ext. 72194)

Standing in to danger

A pleasant glass of nostalgia laced with high hopes is the popular brew for welcoming the New Year, but among the armed forces in particular it is difficult to say whether the experience or the prospect is the more gloomy.

The Royal Navy's 1968 arrives with the announcement of a change at the top. Whether in agreement or despair at the premises and promises of the situation over which Admiral Sir Varyl Begg has presided, nobody can doubt that the in-fighting must have been fierce enough to test any stamina. He arrived in office with the Navy severely shaken, and now prepares to leave on completion of the blueprint for the future.

In extending to him a "good luck" wish, a similar and even more fervent greeting will be accorded his successor, Admiral Sir Michael Le Fanu will have the task of pushing along the blueprint fleet towards reality, well aware that financial stringency is deepening the gulf between plans and belief in fulfilment.

Perhaps the greatest task which will face the new First Sea Lord and the other Service chiefs is to bring all possible pressure to bear in an effort to awaken the public to the dangers ahead. Defence weakness has an unhappy history of presaging catastrophe, and pre-war vintage adults are already surveying the national scene with the thought that "this is where we came in."

U.K. fleet

However, no gloom is unrelieved, and naval wives have the solace that accelerated withdrawal from east of Suez brings much nearer the domestic benefits of a U.K.-based Navy. If redundancy rears its ugly head, an opportunity could be found for the great experiment — opening the gates. With necessary safeguards, sailing into the future would benefit from the absence of unwilling shipmates.

Though a wry smile ushers in 1968, a certain dogged faith cannot be quelled. To be true, things will be worse before they are better, but in hanging on there is one big comfort — we have been through it all before.

HISTORY OF THE OLD 'SHAGBAT'

One of the most versatile aeroplanes ever built, the Vickers Supermarine Walrus, undertook a greater variety of military tasks in the Second World War than any other aircraft.

Affectionately known as the "Shagbat," the Walrus, a true amphibian, was designed by R. J. Mitchell, famous for the Spitfire and, to an older generation, the Schneider Trophy winners of the early 1930's.

The Walrus was catapulted from ships, took off in breaking seas, or staggered into the air from jungle strips, lagoons, ice-floes, and scrubland. It dive-bombed, reconnoitred, fought and achieved an astonishing record of rescue work.

In "The Supermarine Walrus" (G. T. Foulis & Co. Ltd., 1-5



"Don't look now Hooky, but I think you're being work studied"

Helping the Fleet's managers

Curiosity and a tendency towards wry humour are probably the predominant feelings on entering, by circumstance or design, the portals of the Royal Navy's Management and Work Study School.

It is one of the few Service departments in which you have no idea what is going to hit you, and in which there is more than a hint of "civvy" thoughts intruding.

Big business, stop watches, and some boss or other over your shoulder all the time, may

by
RECORDER

be the natural direction for the thoughts of the uninitiated.

Quite a shock, therefore, to open the entrance door and find a portrait of Lord Nelson looking down upon you, in obvious disapproval of any unworthy ideas. Quashing any temptation to cry, "Oh no! Not here as well," you read the inscription beneath the picture.

"I have but five sail and I keep them out absolutely by good management."

You are on familiar ground once again.

Management is as old as war, and Nelson was complaining of a shortage of ships at the siege of Toulon.

Reassured by the well-known countenance, the naval beginner in the art of Work Study finds himself in a fascinating

world of coloured wall charts, working models, pictures, and all the display of the science, arranged to give a blasting first impression of fiendish efficiency.

Walking around the busy classrooms there is an atmosphere of total absorption, but suspicion wells up again when you find a Wren in a tiny compartment like a cinema projectionist, feeding visual aids but for two classrooms at a time, one on each side of her.

This, of course, is what you secretly felt from the start—that the real plot was to get twice as much work out of one poor bod in the same time.

But, strangely, she seems to be thoroughly enjoying her Work-Studied duty. Seeing her, the beginner has learned his first lesson, that while all of us are "managed" in some form or other, the well-managed are much the happier.

On November 16, 1967, a naval "milestone" was marked when the Commodore of the Royal Naval Barracks, Portsmouth (Commodore E. H. Lee) unveiled the new nameboard of the R.N. School of Management and Work Study.

Anniversary

This 10th anniversary year of the Fleet Work Study and Management Service is an opportunity to look at the management of the Fleet, and to estimate what the next 10 years will demand from us all.

Make no mistake, most of the readers of this article will be in positions of managerial authority in the Fleet within that time.

Management is about "getting things done through people in an organisation." On this definition, "managers" in the Navy include everybody from leading hands upwards.

Sidestepping at this point to avoid getting too heavily involved in phraseology somewhat reminiscent of Detroit conveyer-belt production lines, it is none the less reasonably easy to accept that "management techniques are the recognised tools of management as spanners are the tools of engineering."

Understanding this, and the inescapable fact that most of us are "managers" as well as being

managed (we hope well), techniques begin to loom large in the essential requirements of Service knowledge.

In business and commercial life, no new manufacturing process could be contemplated without meticulous scientific attention to economy in time, men, and money.

In the 1970's the Navy may well be short of all three. We must manage better with what we've got, being in competition with all the other calls on the nation's resources.

The future

Management in the Services of the future will demand the best original thinking for all of us in our very advanced complex of operations.

The Fleet's Work Study and Management Services organisation exists as a small group of specialists, trained to advise on better, easier, cheaper, or faster ways of getting things done.

It exists because Service managers, fully extended by their current work, need help to tackle the extra problems presented by the growing pace of technical and organisational change.

Clearly then the aim is to help in getting more effectiveness from our Fleet at a smaller cost—in the end to provide a better defence for smaller taxes.

Above all else this implies and includes making sure that everyone in the Navy has, and is seen to have, an essential and worth while job to do, in peace as in war; in harbour and at sea.

Greater pressure for efficiency and the increasing demand for productivity ashore as well as afloat has caught the imagination of large numbers of officers and senior ratings, resulting in an increasing volume of applications for various management courses.

These exist at the School of Management and Work Study for all ranks, from captain to petty officer, and in a week or a fortnight provide a general view of management thinking.

But the Navy's Management School cannot meet all these demands, and more and more courses in management subjects are being run at the main training establishments, leaving the school to train their instructors.

In industry

Management experience is now being put to good use by ex-naval personnel in industry, and it might be fairly claimed that the result of their training and experience in the Fleet is

U.S. team at Navy deep-dive laboratory

As part of a scheme for the exchange of knowledge, 20 American scientists are working at the R.N. Physiological Laboratory at Alverstoke, in a research problem on deep-diving techniques.

Mr. H. W. Templeman, Superintendent of the laboratory, said that the British and American systems of deep diving were different, and the visit was a friendly free exchange of facilities between the two countries.

"We are helping them out," said Mr. Templeman, "and they are helping us. We are seeing the difficulties and advantages of the United States system."

America has two deep-diving laboratories, but one is fully occupied on the Sealab III project, and the other is temporarily out of action.

Sealab III is an experiment designed for keeping divers in a chamber underwater for several weeks at a time.

The American team is expected to be at Alverstoke for up to six months.

Mr. Templeman, who said "The field of deep diving is something akin to space travel," added that the Americans have invited his scientists to demonstrations at the U.S. Experimental Diving Unit at Washington.

TASK FORCE CHANGES

The commando ship Albion, which formed part of the Royal Navy Force to cover the British withdrawal from Aden, arrived at Singapore on December 16 for Christmas.

During the period from October 12 to December 7, her helicopters moved more than 11,000 passengers and nearly 3 million pounds of stores in 7,400 sorties flown during the Aden evacuation.

There were no incidents, but a hole from a bullet that missed vital controls was found in one Wessex helicopter after it had landed on board.

Although the naval force off Aden has been reduced, a sizeable fleet is still deployed there.

H.M.S. Eagle has moved to Singapore, being replaced by H.M.S. Hermes. Bulwark has relieved Albion, and while H.M.S. Intrepid was steaming out to the Far East, her sister ship, Fearless, was coming home for Christmas leave.

being ploughed back into the national economy.

In the long run this may well prove to be one of the most valuable returns for the nation as a whole, as well as providing Fleet Work Studiers with a useful second career.

Instructors (Ch Mech Haylor and Air Art Musson) demonstrating a model designed for the faster painting of a ship's side



C-c-c-rump!



The damaged Gannet after the landing. Below, right: Lieuts. Askins and Moore in front of the repaired aircraft

Champagne was off

No bottle of champagne was broken when the RFA replenishment oiler Oleander (Capt. J. D. Fisher, RFA) was rechristened Olmeda at Portland on December 4.

Lady Cary, wife of Sir Michael Cary, Second Permanent Under Secretary of State (Royal Navy), who launched the ship at Oleander in November, 1964, made a short, witty speech at the rechristening, and was presented with a crest of the ship, which still shows the Oleander flower.

Lady Cary presented the ship with two books for the library.

Sir Michael accompanied Lady Cary, and among others who were present were Mrs. John Roxburgh, wife of Rear-Admiral J. C. Y. Roxburgh, the Flag Officer Sea Training, Mr. L. J. Osborne, Director of Fuel, Movements and Transport, and Mrs. Osborne, and Mr. J. M. Widdecombe, Head of Supply and Transport Services (RN) and Mrs. Widdecombe.

The renaming of the ship was necessary to avoid confusion with H.M.S. Leander.

This Gannet lived to fly again

Last March, while the A. E. W. Gannet, Mk. 3, No. 333, was being test flown from the R.N. Air Station, at Brawdy, difficulties were experienced.

The station's maintenance test pilot, Lieut. Simon Askins,

and the test observer, Lieut. Brendan Moore, were flying in the vicinity of Haverfordwest

when heavy vibration, accompanied by dense smoke, was experienced and, after a fire warning indication, the pilot had to shut down both engines.

He gave the order to bale out, and his observer abandoned the aircraft at 2,400 feet, landing uninjured in a small tree, and thus making the first parachute escape from this type of aircraft.

The pilot then found himself within gliding distance of the disused airfield at Withybush, and force-landed the aircraft short of the runway, so preventing the aircraft from becoming a total loss.

Lieut. Askins has since been awarded a "Green Endorsement" for displaying a high degree of skill and airmanship during the emergency.

Extensive repair work was carried out on the aircraft by the naval maintenance personnel of the Naval Aircraft Support Unit at Brawdy, and was successfully test flown on November 16 by the same crew.



Wrens get a new home

An eight-storey accommodation block for 150 Wrens was opened on November 30 at the Royal Marine Barracks, Eastney, and many of the new occupants formed a guard of honour for the official party.

Also on parade was a company of Royal Marines and the band of the Portsmouth Group, Royal Marines.

Amenities in the new block include recreation rooms, television, bars, dining halls and kitchens.

Sheila Scott flies a Navy jet

In a dual-control F.A.A. Hunter, Sheila Scott, on December 7, flew from R.N.A.S., Yeovilton, to become the first woman to fly a jet fighter with official approval. She also broke the sound barrier.

With her was Lieut.-Cdr. A. Milnes, who commands a training squadron.

TROUBRIDGE'S PARTY

The anti-submarine frigate H.M.S. Troubridge, which left the United Kingdom on July 3, arrived at the Singapore Naval Base on October 25, having called at Gibraltar, Freetown and Simons-town, and spending two months on the Beira patrol en route.

During the patrol the 25th anniversary of the launching of the ship, originally a destroyer, was celebrated.

The ship had been given a

copy of the recordings of the anniversary programme about their "sister-ship," the B.B.C.'s Troubridge, and this was listened to with considerable enjoyment.

NEW CAPTAIN FOR VICTORY

Lieut.-Cdr. C. W. Whittington, who has been captain of H.M.S. Victory, flagship of the Commander-in-Chief, Portsmouth, since April, 1965, is leaving the ship next April.

He is to take command of the Portsmouth Command Seaman-ship School, at H.M.S. Dryad, Southwick.

H.M.S. Victory has attracted well over a million visitors during Lieut.-Cdr. Whittington's command. His knowledge of the ship is immense, an interest reflected in his enthusiastic fund-raising efforts.

Lieut.-Cdr. W. E. Pearce, who is serving with the Admiralty Interview Board at H.M.S. Sultan, Gosport, is to succeed Lieut.-Cdr. Whittington.



H.M.S. Troubridge arriving at the Singapore Naval Base

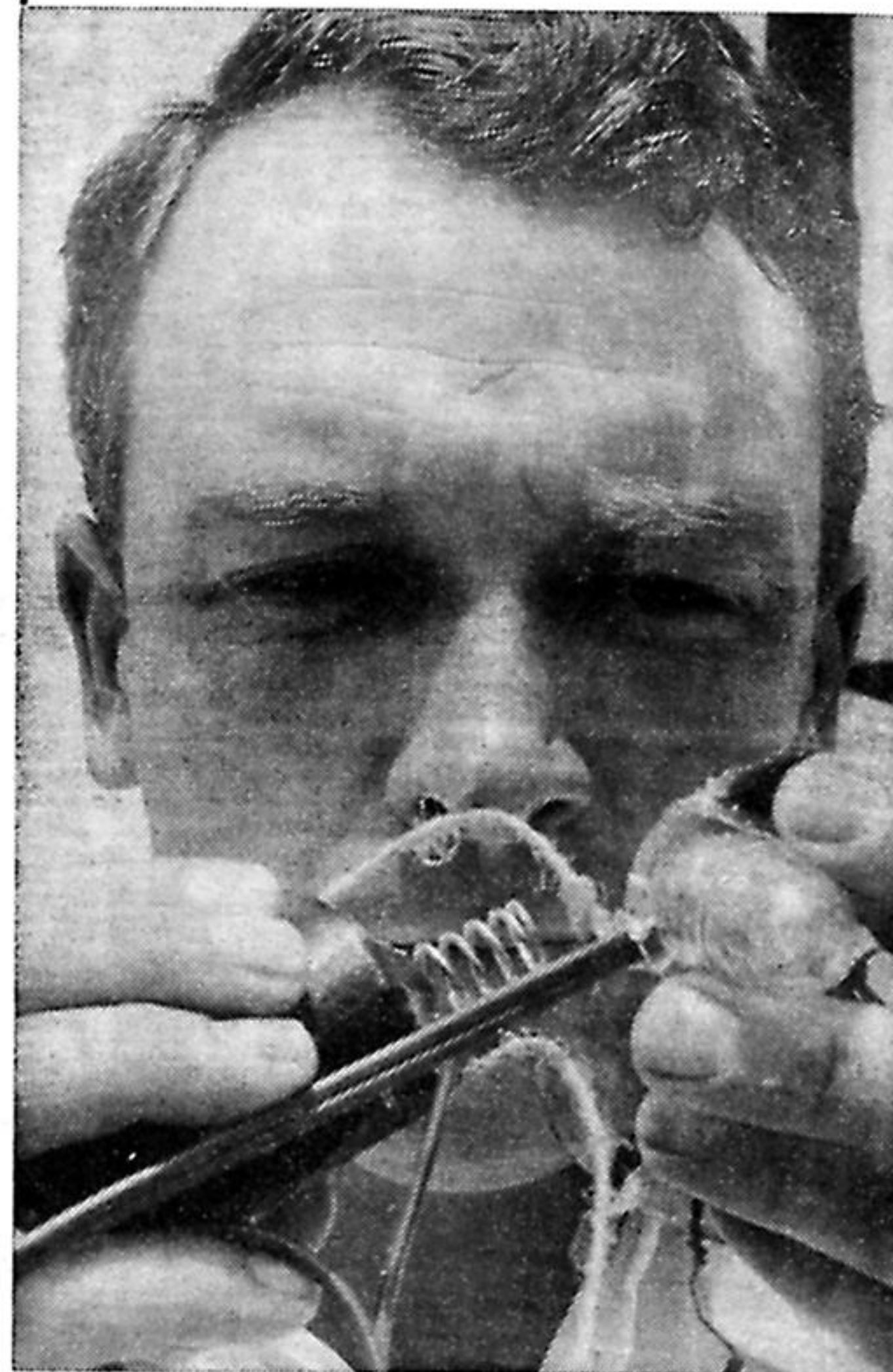
LOOKING AT DEATH

These are eyes that have looked at death, and hands whose skill has challenged it and won—not once but many times.

The sensitive fingers of Lieut. John Coggins, of Folkestone, toy with batteries and wires that could be adapted to form part of the mechanism of a bomb.

An explosives ordnance disposal officer, he has helped the Army and Police in Hong Kong to tackle bombs and booby traps.

In his last period of duty in Hong Kong, he was lowered by helicopter to the top of a 100-ft. radio mast. Freeing a communist banner on the top, he dealt with bombs fixed to the steel structure, and then rendered harmless the booby traps at the base of the mast.



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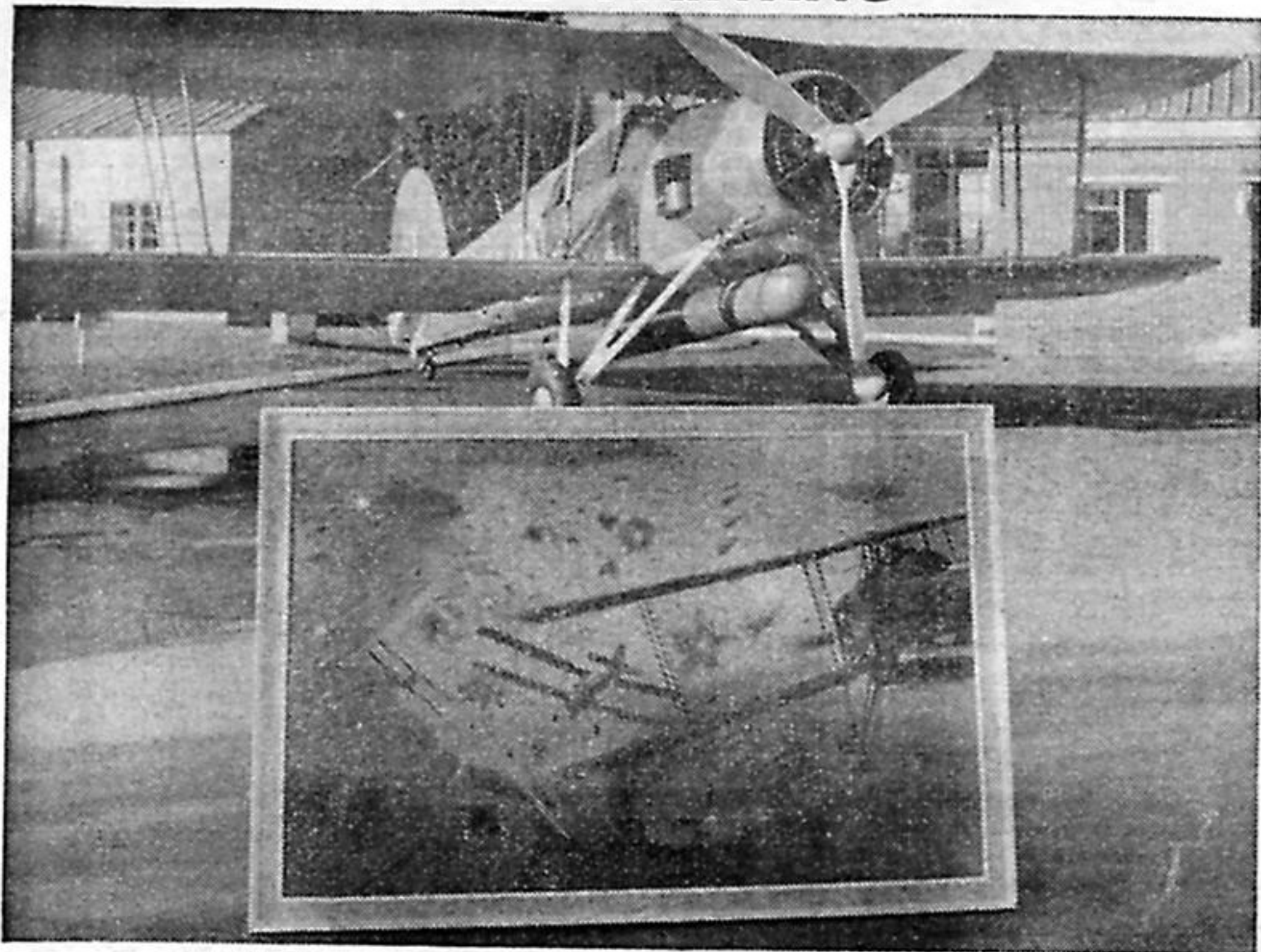
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NEW TARANTO PAINTING



A new painting by Laurence Bagley was on show at the annual dinner at the Royal Naval Air Station, Yeovilton, to commemorate the Battle of Taranto. The painting, which was commissioned by officers of the Fleet Air Arm, portrays the attack by Swordfish on the night of November 11, 1940, when more damage was inflicted on the Italian Fleet in one hour than had been inflicted on the Germans in two days at the Battle of Jutland.

This battle marked the beginning of an era in which naval aviation has been predominant in both offensive and defensive operations throughout the world. The lessons of Taranto were learned by the Japanese and by the Americans, and the exercise of power by a maritime nation has since become dependent upon the employment of aircraft carriers, a fact which has not been lost upon the Russians.

The photograph below shows the painting set up in front of a Swordfish aircraft outside the wardroom at Yeovilton.

Snow greets Mohawk after the sun

Weatherwise, there was a cold welcome for H.M.S. Mohawk when she returned to Portsmouth on December 7, after seven months in the sunshine of the Caribbean.

Her return coincided with the heavy snowfall which caused havoc in the southern counties. Commanded by Capt. J. Evans, Mohawk, a Tribal class frigate, steamed 32,500 miles in the West Indies, visiting six islands in the Leeward and Windward Islands, making three calls at American ports, and was a frequent visitor to the Bahamas.

Among her duties—she was

Bahamas patrol ship and hurricane relief guardship—was to keep the peace between rival groups of fishermen, and to "warn off" fishermen from Cuba and the United States.

One of the main assets of the islands is the fish and crayfish which abound in the shallow banks round the Bahamas, known as Cays.

Another task was to keep watch for Cubans gathering in the Bahamas for an attack on Cuba, and Mohawk's Royal

Marines detachment searched hundreds of the Cays which may have been used to dump arms, etc.

On one patrol the ship's helicopter sighted a small motor boat in difficulties in heavy weather. On going alongside the boat was found to carry 89 men, women and children—refugees from Haiti.

The refugees were handed over to the Bahamian Government.

At Charlestown, South Carolina, a sunset ceremony was carried out by Mohawk's guard at a memorial commemorating General Mark Clark's landing from H.M.S. Scaph on the North African coast in 1942.

Another call was to St. Petersburg, Florida, in which port there is a replica of Captain Bligh's Bounty.

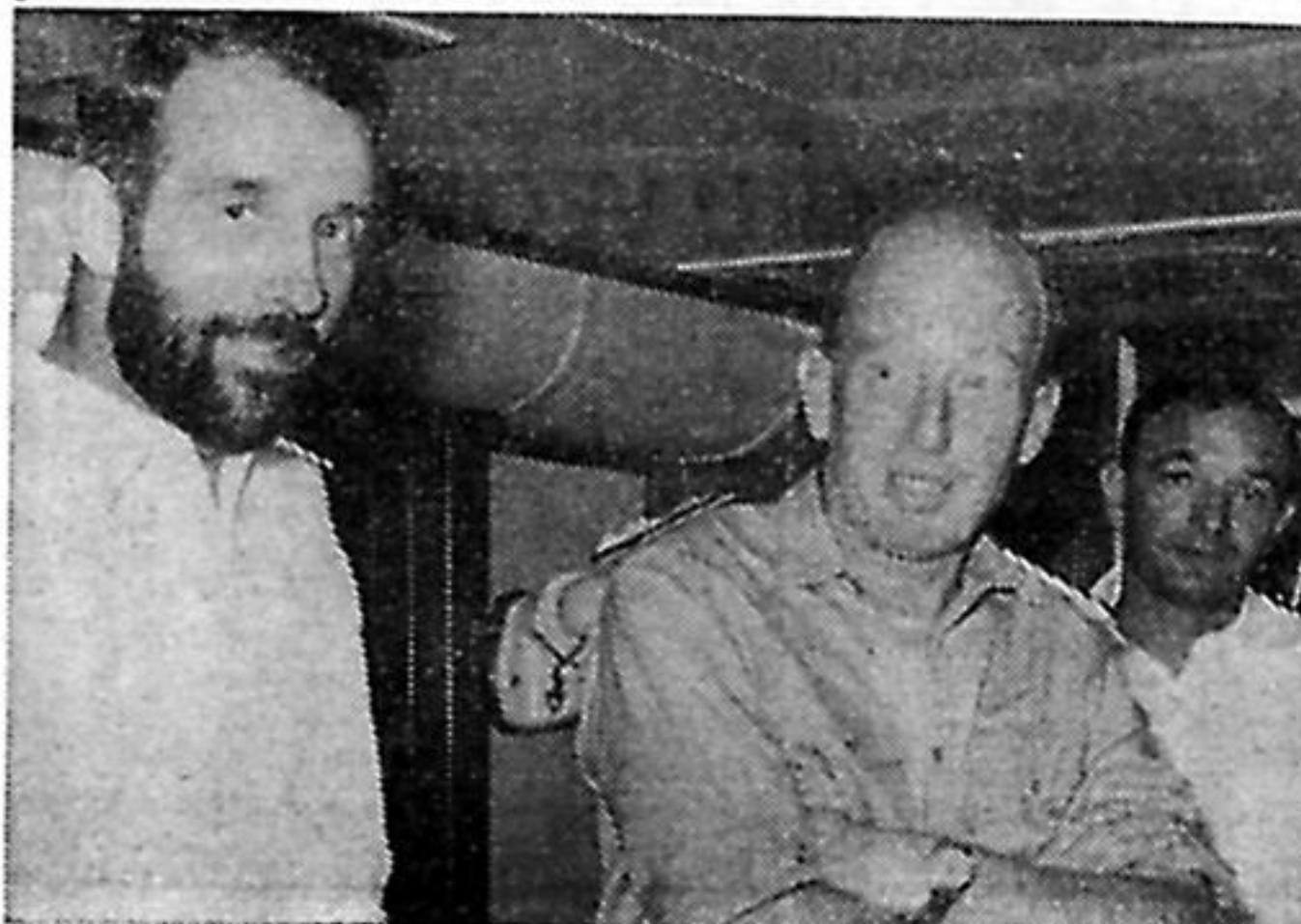
H.M.S. Mohawk's stay at Portsmouth was short—she sailed for Rosyth on December 9.

C-IN-C MAKES A CALL

The Commander-in-Chief, Middle East, Admiral Sir Michael Le Fanu, arrived on board H.M.S. Minerva for an informal visit on Nov. 18. Arriving by Sioux helicopter, he practised deck landings for 15 minutes before walking round the ship and visiting the chief petty officers' mess and the wardroom.

H.M.S. Minerva, a "Leander" frigate, is fitted to operate the Wasp anti-submarine helicopter, and this is believed to be the first time that a Sioux helicopter has landed on a ship of this class.

Admiral Le Fanu is seen talking to officers in the wardroom—Lieut. John Harrison, TAS officer, and the Rev. Peter Renshaw, chaplain.



LATEST FILMS FOR THE NAVY



Richard Harman (Dick Van Dyke) needs a lot of encouragement in "Divorce—American Style"

Thrills with a good laugh

Latest list of pictures released by the Royal Naval Film Corporation for showing to the Fleet:

The Long Duel.—Yul Brynner, Trevor Howard, Charlotte Rampling. A good old-fashioned adventure tale set in India in the 1920's. Plenty of lively action to provide entertainment of a popular type. (Rank)

A Fistful of Dollars.—Clint Eastwood, Marianne Koch. Violent story about a battle for control of a small town on the Mexican border. Packed with plenty of tough action. Western fans should find it absorbing. (United Artists)

Bonnie and Clyde.—Warren Beatty, Faye Dunaway. An American gangster story based on real life. The atmosphere of the 1930's is realistically and convincingly captured, and the excitement and action well sustained. Strong stuff indeed, with no punches pulled. (Warner-Pathe)

Divorce—American Style.—Dick Van Dyke, Debbie Reynolds, Jason Robards. A witty and serious comedy about the American "pastime" of divorce. Laughs are consistent throughout, and the sparkling comedy is expertly handled by the players. (Columbia)

Fathom.—Raquel Welch, Tony Franciosa. This story, set in sunny Spain, concerns a glamorous sky-diver hijacked in order to recover what is thought to be a nuclear device. Fanciful story which moves at quite a pace with excitement and laughs to provide a good comedy thriller. (20th Century Fox)

Lieut.-Cdr. W. E. Pearce. Victory (Ship) in command, April 22.
Lieut.-Cdr. C. W. Whittington. Dryad as Officer in Charge, Portsmouth Command Seamanship School, May 13.
Lieut.-Cdr. N. G. Warneford. Otter in command, April 29.
Lieut.-Cdr. R. G. Teasdale. Monkton in command, December 20, 1967.
Lieut.-Cdr. J. Grattan. Reclaim in command, July 1.

APPOINTMENTS

Vice-Admiral Sir Frank Twiss, Second Sea Lord and Chief of Naval Personnel, was promoted to Admiral to date December 26.

Promotions to vice-admiral recently announced are those of Rear-Admiral L. L. M. McGeoch and Rear-Admiral W. D. O'Brien, both to date December 14, 1967.

A further promotion to vice-admiral is Rear-Admiral M. P. Pollock, the date—December 26—being two days before taking up his appointment as Flag Officer Submarines.

Other appointments recently announced include the following:

Admiral Sir Nigel Henderson will be relieved as the Head of British Defence Staff, Washington, and United Kingdom Representative on the Standing Group of the Military Committee of NATO, next June, by Air Chief Marshal Sir David Lee.

Rear-Admiral D. H. Mason is to become Commandant of the Joint Services Staff College.

Rear-Admiral I. D. McLaughlan has taken up the duty of Chief of Staff to the Commander, Far East Fleet.

Capt. Sir Peter Anson. Mercury in command as Captain, H.M. Signal School, April 11.

Capt. D. Williams. Dartmouth in command as Captain, Britannia Royal Naval College, April 24.

Capt. J. A. Templeton-Cotill. Bulwark in command, April.

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Midnight reunion



Wren June Knott, pictured above at her radar console at the Royal Naval Air Station, Yeovilton, has won the Gold Award of the Duke of Edinburgh's Scheme. June, whose parents live at Cambridge, has been stationed at Yeovilton for two and a half years, but is taking up a new job at the Ministry of Defence in London.

After leaving Manor Girls' School, Cambridge, she was a blood transfusion technician with Addenbrookes Hospital until March, 1965. On joining the W.R.N.S. she trained as a radar plotter, and at the air station worked on the control of aircraft.



Lucky trip for newly-weds

It was very much a family affair when Wren Frances Naughton (20) went for a day trip aboard H.M.S. Danae. She was one of a party of 20 Wrens from H.M.S. Drake invited to spend a day at sea in one of the Navy's newest frigates.

As her husband, David (21), is a seaman aboard Danae, they were able to spend part of the day together.

David and Frances (pictured above) were married in Ellesmere Port—France's home town—in October.

SHOW A LEG

... And the shape of these is bound to win approval. The bevy of charm was the Wrens' chorus in the H.M.S. Vernon version of the pantomime "Little Red Riding Hood."

Left to right—back: Alex Green, Sue Taylor, Ann Vernon, Cary Ryan. Front: Eleanor Leaney, Dee Jowett, Lorna Seedgell, Joan Nicolson, Margaret Schulkins, Sue Rigby and Sarah Hill.



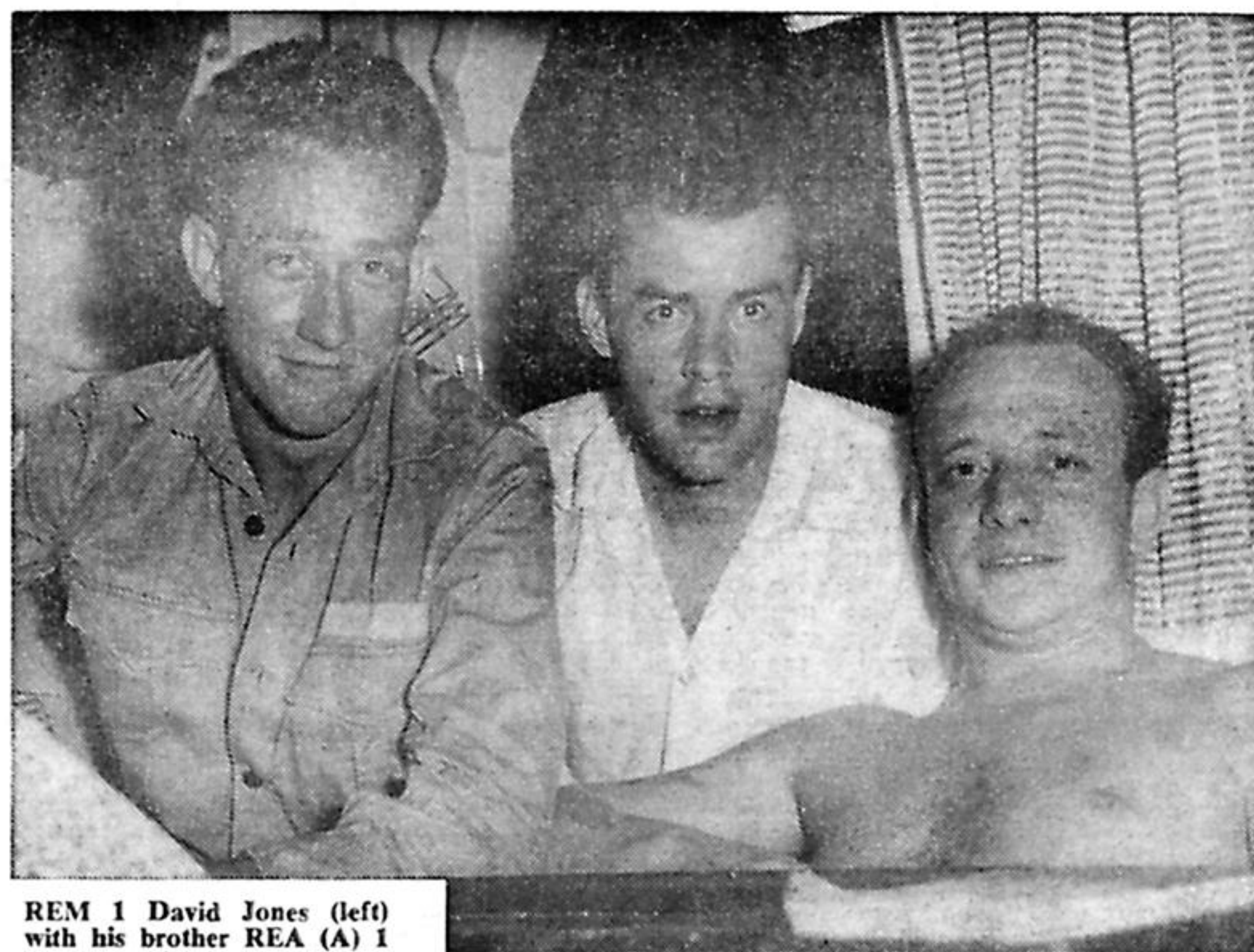
Brothers' greeting

The two R.N. commando ships, H.M.S. Albion and H.M.S. Bulwark, passed each other in the Gulf of Aden on the night of October 11/12, bound in opposite directions.

Helicopters hopped from deck to deck allowing all sorts of official business to be transacted, and incidentally also fitting in a short reunion between two brothers who had not met since the two ships were last in company over a year ago.

There could be no better choice of venue, because REA (A) 1 Bernard Jones in Albion had injured his ankle the previous afternoon, playing volleyball, and was firmly in the care of a POMT in sick bay, so REM 1 David Jones made the flight from Bulwark.

The reason why POMT Tony Prodder gets a mention in this story is just one of those coincidences—it turned out that all three went to the same school—Wolstanton Grammar, in Staffordshire.



REM 1 David Jones (left) with his brother REA (A) 1 Bernard (right) and POMT Tony Prodder



CRUISE IN THE SUNSHINE

Croydon-born Graham Webber, aged 24 (above) seems to be enjoying a brief Mediterranean cruise in the sunshine at Gibraltar.

A leading writer, Graham is usually to be found pounding a typewriter in the captain's office at H.M.S. Rooke, the headquarters "ship" on The Rock.

An old boy of Purley County Grammar School, Old Coulsdon, he joined the Navy in 1961 because he wanted to travel.

His wife, Janet, whose parents live at Poole (Dorset) is with him on The Rock. His own parents live at Lee-on-Solent (Hants).

Plymouth lassies miss Hermes

The first meeting of the Naval Folk Song Club, held at the Royal Naval Association, Raglan Barracks, Devonport, turned out to be rather an odd one because, although the evening was a rousing success with a room full of young people thoroughly enjoying themselves, there was not a single Royal Navy person present!

This was thought to be due to publicity circulated to all ships

and establishments in the area being delayed until only a few days beforehand.

The second session, held on the following Sunday, was again a great success and this time the Service was fairly well represented, but it is hoped that it will not be long before the "buzz" gets around properly.

Young ladies in the audience have been heard murmuring "If only 'Hermes' was back again"—a reference to the strong folk song following built up on that particular ship during her Plymouth refit.



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'Modern role means a U.K.-based navy'

The chief guest at the annual dinner of the Portsmouth branch on December 15 was Rear-Admiral F. D. Holford (Director-General of Naval Manning) who had once served with the branch president, Capt. G. C. Colville, R.N. (rtd.).

Responding to the toast to the guests, Admiral Holford told his mainly ex-service audience of the many changes for the better which had taken place in the Service over recent years.

The married quarters position had been improved; comfort in ships was always receiving attention; efforts were being made to ensure that everyone had a fair sea time/shore service ratio and, except in an emergency, men going foreign would get five months' notice.

U.K. BASED

The Admiral also said that the Navy's modern role meant that it would be based mainly on the United Kingdom, with responsibility within N.A.T.O. for the defence of Europe.

Shipmate L. Bray, vice-president, who proposed the toast to the guests, welcomed representatives of the Royal Naval Benevolent Trust, whose work for the welfare of the serving and ex-serving man, was greatly appreciated.

The chairman of the branch, Shipmate E. N. Pearn, who proposed the toast to the Association, spoke of the interest in the association—130 new members having joined during the year.

Wear's visitors

On July 16, 1967, members of the Wear branch were entertained



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tained by the staff of H.M.S. Lochinvar, at Port Edgar, and the hosts on that occasion said that they would visit Wear as soon as they could.

This promise was kept on November 28, when one officer and five chief petty officers were welcomed at the branch headquarters.

The naval party from over the border was presented on behalf of the branch with a silver cup, which will be presented by the commanding officer for any sporting event at the base.

In return, Sub-Lieut. Heath presented a plaque of the ship's crest to the branch.

A large crowd enjoyed a fine evening when the W.R.N.S. of the branch held their Christmas party.

The Christmas dinner for the senior members and their wives, and widows of deceased members, was held on December 12, 140 being present.

The branch president, Dr. R. S. Thubron, and the branch chairman, Shipmate R. Gledhill, welcomed the guests, who

were entertained by an Old Time concert party.

The senior members were each given £2 10s. and a parcel of foodstuffs.

Ilford 'auction'

The annual "scran bag" was opened at the Ilford branch headquarters on December 5, the proceeds of the sales going to the branch funds.

Shipmate G. Balderstone acted as auctioneer and his skill with the hammer, and his witty remarks, kept everyone amused.

In addition to the members and friends who provided splendid support, shipmates from Dagenham and West Ham attended in force and helped considerably.



'Spent' a day

The ladies' section of the Newton Abbott branch held a sale of work last November in aid of the branch's benevolent fund, a profit of nearly £59 being made. This was over £10 more than last year.

There was a distinct Scottish flavour on November 30 on the occasion of a branch social. Kilts and sporrans were the order of the day, and a haggis was specially imported.

At the beginning of December the ladies' committee organised a shopping trip to Plymouth, and 49 members and friends spent (and spent is the right word!) the afternoon shopping.

When the shops closed the party were guests of the Plymouth branch for tea and entertainment.

'Dreadnought'

A new Dreadnought has appeared on the scene—one which will never go to sea!

For a long time the shipmates of the Herts branch have striven hard to form a local unit of the Sea Cadet Corps, and, at last, their efforts have been rewarded.

The name "T.S. Dreadnought" has been adopted and a commissioning ceremony was held on December 13. The inspecting officer was Rear-Admiral J. E. H. McBeath.

The annual dinner of the Herts branch was held on November 17 at the Shire Hall, Hertford, 150 shipmates and ladies being present.

Toasts were proposed by Lieut.-Cdr. D. B. Cameron, Shipmate Eric C. Knight (vice-chairman of National Council

All the shore jobs in the U.K. and abroad are listed branch by branch on the opposite page. The idea is to help men to use wisely the choices on the Drafting Preference Card, and not to waste all three selections on places with few or no billets in their branch.

The tables provide no guide to classroom places in schools, to ships building, nor to the Base Ports of ships.

Changes will alter some of the figures in detail. For simplicity's sake some unimportant inaccuracies have had to be accepted. For these reasons the figures are useful only for assessing

Where the shore jobs are!

roughly where jobs are plentiful and where they are scarce. And, of course, the fact that there are plenty of billets in a place is no guarantee that a volunteer will be drafted there, for they may all be filled when he is due for a draft from sea.



Wren M. Plummer, Mrs. E. Nicholls, Shipmate R. Hooper (branch secretary), Mrs. B. Hooper, Shipmate C. Lewis (branch chairman), and Mrs. D. Lewis ready for the fray

(Photo: H. R. Rivers, Newton Abbot)

Leamington's new club

The Leamington Spa now has its own club which was opened for the first time on December 2. The official opening will take place on February 3 next—the twentieth birthday of the branch.

The social programme for the next three months is crowded.

When the club is officially opened three presentations are to be made to stalwarts of the branch.

The recipients will be the past chairman, Shipmate George Beckford; Shipmate Walter Pegg who has been the hospital visitor for many years and Shipmate "Pop" Dunbar, who served for 40 years in the Navy, and who now resides in Wolverhampton.

A "Ladies' Section" has been formed.

For Northwich

No. 10 Area has a new branch—Northwich—the inaugural meeting taking place on September 6.

The branch and club rooms were opened on October 14 at 54 Witton Street.

Chairman of the new branch is Shipmate Alan Brown, and the secretary, Shipmate Arthur Perry.

Cardiff's aim

The Cardiff branch has an ambitious project—the provision of new headquarters.

Shipmate Percy Miller has taken over the duties of secretary, and correspondence should be addressed to him at 81 Helen Street, Roath, Cardiff, CF2 1NT.

'BEST BRANCH IN THE COUNTRY'

When the Gosport branch held its 29th anniversary dinner at its Fareham Road headquarters, the chairman, Shipmate L. Oakley, said that the future of the branch was assured.

"This is one of the best and most flourishing in the country," he said. "We have 700 members and are building an extension to try to accommodate a waiting list."

Vice-Admiral Sir John Lancaster, President of the branch, proposed the toast to the visitors, and Surgeon Rear-Admiral E. B. Bradbury, Medical Officer in Charge, R.N. Hospital, Haslar, responded.

Bouquets were presented by three of the oldest members of the branch, Shipmates A. Far-

ley, W. Farrington and W. Thomson, to the principal lady guests.

Purley social

"Jock" Thompson, whom many will remember for his playing of the pipes at the Chatham Rally, assisted by another "Jock," scored another success recently at the Purley branch.

With the help of, it is said, their "long-suffering" wives, the branch held a successful social evening on December 9, about 85 members and friends being present.

The previous Saturday the branch spent a lively evening with the shipmates of Finsbury branch.

and branch secretary), Shipmate H. C. Hawkins (branch vice-president), and the responders were Shipmate R. F. Sheldrake (branch chairman), and Alderman H. E. Gilby (mayor of Hertford).

In addition to the mayor and mayoress of Hertford, the guests included Shipmate J. F. May, chairman of the national council, Chief Insp. B. Metcalf of the Hertford Police, and representatives of kindred associations.

SHEFFIELD REUNION

A "once-only" reunion for those who served in H.M.S. Sheffield during her operational life (1936 to 1960) will be held on board a ship at Portsmouth on April 5. Attendance is limited to those who have left the Service. Tickets (£2 10s.) covering food, drinks and a souvenir menu, can be obtained from Lieut.-Cdr. H. R. Treseder, Greywell, Heather Drive, Sunningdale, Berks.

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An unusual message was received in H.M.S. Victorious on December 20, asking persons "all over the world" to send greeting postcards to five-year-old Eliana de Feyter, nearing death in hospital in Brugge, Belgium, with leukaemia.

Victorious was quick to respond. What about a big Christmas present from the ship? A collection box was set up, and in a few hours it contained more than £19.

On December 21 two ratings nipped into Portsmouth and bought the best giant cuddly teddy bear they could get.

The same day a rating took the bear to London airport and put it on a night plane for Belgium. Little Eliana received the present, and a lot of postcards too, in time for Christmas.

In Memoriam

David Woolf, Ord. Sea. P/089216, H.M.S. Grenville, October 27.

David J. L. Chapman, ERA 1/c, P/M.969511, H.M.S. Bellocophon, October 30.

Betty Lewis, L.Wren. 122056, H.M.S. President, November 5.

James C. Nicol, CPO Ck(S), C/MX.834098, H.M.S. Victorious, November 11.

Lieut.-Cdr. David B. Knowles, H.M.S. Sea Eagle, December 4.

Lieut. Ian E. Shaw, H.M.S. Sea Eagle, December 4.

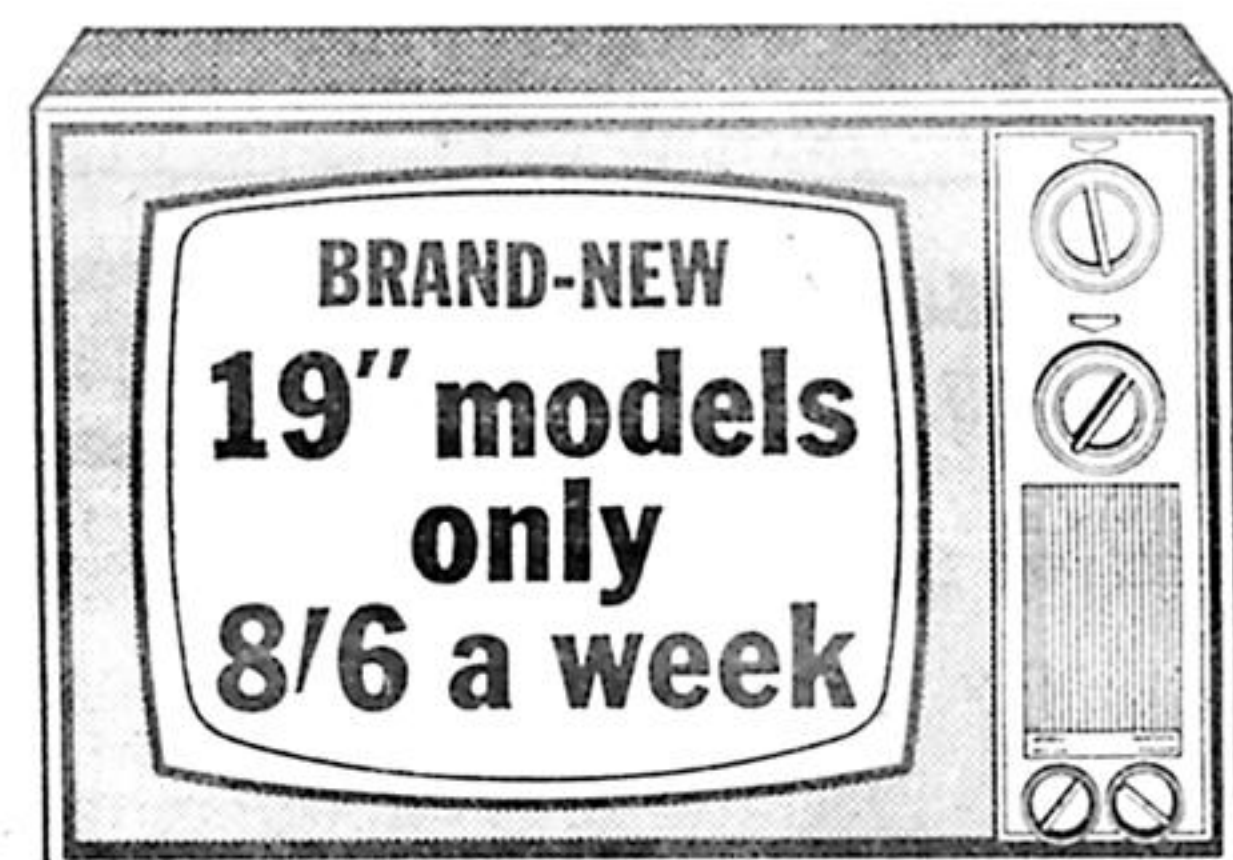
Lieut. Brian G. Devine, H.M.S. Goldcrest, December 15.

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'ALADDIN'S LAMP' SHIPS

H.M.S. Corunna leaving harbour for trials. Her funnel badge (picture on the left) shows the "Aladdin's Lamp" and letters "SS"



New ships for old? Well, perhaps not quite, but certainly defect-free, clean and well-preserved replacements for ships of the active fleet, which for one reason or another may need a relief.

These are the aims of the Standby Squadron (Reserve Ships), and they are symbolised in the squadron funnel badge, approved by the Commander-in-Chief, Portsmouth.

This is a golden Aladdin's lamp on a blue background, and from the lamp issue twin plumes of white smoke which form the letters "SS."

Until the spring of 1967, a ship nominated for reserve as a potential fleet replacement was elaborately preserved in one of a variety of ways.

When brought forward again

she might well be spick and span, but often developed a wide variety of unsuspected defects which got the new commission away to a bad start.

Trials leading to the concept of the Standby Squadron were carried out on parallel lines in Portsmouth and Gibraltar, but it was Commodore Maurice Head, now retired but then Commodore Reserve Ships, who first proposed the squadron as it is taking shape today.

He suggested a squadron of ships each of which would be taken to sea and operated for three or four days every four months. Each ship in its turn would be manned by the reserve (category) crews of the squadron.

H.M.S. Corunna, belonging to the squadron, has now been taken to sea for two sets of trials. A large backlog of sea acceptance trials has been cleared, and many defects discovered and rectified.

While, perhaps, the Standby



Squadron is the most exciting part of the task of the officers and men of H.M.S. Bellerophon (the name ship of the Reserve Ships Organisation), other equally important work goes on.

Other ships, generally larger but less sophisticated than the frigates and destroyers of the Standby Squadron, are preserved by other means, with

constant experiment to discover the best methods of preservation for each type of ship and each piece of machinery and equipment.

These latter ships, not to be confused with the ships on the sales and scrap lists which occupy Fareham Creek (and other anchorages), and which are often wrongly referred to as

the Reserve Fleet, will wear the same funnel badge as the Standby Squadron, but without the smoke plumes.

So next time you see Aladdin's Lamp, flashed up or otherwise, you will know that the ship which proudly bears the badge is a potential fleet replacement. In fact, she may be your next ship.

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CUTS WARNING

(continued from page one)

latter, it is unfortunately true that the relatively sophisticated arguments for the need for the forces in an age of nuclear deterrence is not understood by the bulk of our people—and even worse, not greatly cared about.

"Although it would be folly, in an age of nuclear deterrence, not to provide ourselves at sea, and elsewhere, with the necessary forces to shield ourselves from conventional or nuclear blackmail, it is not easy to foresee in the near future a war in which there would occur lengthy *guerres de course* by submarine or aircraft such as we knew in the two world wars.

"The wars we have experienced in the 22 years since Hiroshima, and which seem most likely to be the pattern of the future, have been limited wars—wars limited by tacit

agreement in scale and scope, and where the threat to shipping has been confined to specific geographical areas.

"In Korea, as yet the bloodiest of them all, in Malaysia, and now in Vietnam (where 98 per cent. of all equipment and supplies, and more surprisingly perhaps, two out of every three fighting men, have been transported by sea), the threat to shipping has only existed in the coastal waters, the river estuaries, and the rivers of the countries concerned.

THE PUNCHLINE

"In short, we now live in an age when the very nature of warfare enables the Western Alliance as perhaps never before—and provided it maintains its maritime predominance—to use the sea for its own purposes and deny it to our enemies.

"And the punchline of that sentence, I suggest, is 'maintain its maritime predominance.'"

Won V.C. in 1915

A distinguished submariner of the First World War, Rear-Admiral E. C. Boyle, V.C., died on December 16 following a road accident. He was 84.

He was awarded the Victoria Cross in 1915 when in command of submarine E.14.

Admiral Boyle took his submarine under the enemy's minefields into the Sea of Marmora, staying there for three weeks, sinking two Turkish gunboats and a large military transport off Constantinople.

Mr. J. N. Graham, "Robin a-Tiptoe," New Barn Lane, Alton, Hants, who joined the Navy's sick berth staff in 1911, wonders if there are any of his "class" of 1911 still surviving.

Two S.D. officers win swords

A former ordnance artificer and a former sick berth attendant were winners of two swords at the Special Duties Officers' School, Eastney, for the best course results.

Sub-Lieut. J. R. Turner, the former artificer, was the candidate with the highest marks in the two-term course examination, and Wardmaster Sub-Lieut. R. W. Jewitt, was the first in the seamen's one-term course.

Sub-Lieut. Turner was presented with the sword of the late Sub-Lieut. S. Barnett, by Mrs. K. Barnett, who donated the sword in memory of her late husband.

Cdr. J. M. Lee (commanding officer of the S. D. School) presented the sword to Sub-Lieut. Jewitt.



GOLD MEDAL

Trevor Dyche (17), an engine room artificer apprentice at the Royal Navy's training establishment, H.M.S. Fisgard, in Cornwall, being presented with a Duke of Edinburgh's Gold Medal by Captain J. R. Llewellyn (commanding officer of Fisgard).

The presentation was made before the entire ship's Company at the normal Saturday morning parade.

Trevor completed all sections of the award with the 5th Northfleet Scout Group, before joining the Royal Navy.

He has been in the Royal Navy now 11 months, and is going for a further period of training at H.M.S. Caledonia, in Scotland.

Trevor joined the Navy straight from Gravesend Technical School for boys.

Leopard meets her namesakes

H.M.S. Leopard sailed for the West Indies on November 20 with pleasant memories of contacts which had been made with three of her namesakes.

Sub-Lieut. Robin Raphael represented the ship when the Efficiency Pendant was presented to the T.S. Leopard at Perry Barr, Birmingham.

Associated with the Perry Barr Sea Cadet Unit is the Girls' Nautical Training Corps unit.

A Sea Cadet officer and 11 cadets visited the ship at Portsmouth for a week-end at the beginning of November.

The third Leopard contact was the Sea Rangers unit based at Rayleigh, Essex, whose "ship" is the SRS Leopard.

Nine of the Rangers, accompanied by their skipper and two leaders, were shown round the ship and lunched in the wardroom.

GOOD 'BIG-UN' BEATS A GOOD 'LITTL'UN'

The David and Goliath tussle between H.M.S. Collingwood and the missile destroyer H.M.S. Hampshire, in the final of the Navy Cup, resulted in a win for H.M.S. Collingwood by two goals to one.

The final was a suitable

4-1 for Portsmouth boxers

Out of the five Portsmouth Command boxers who took part in a match against the combined 29th Cdr. Light Regt. R.A. and the 1st Bn. The Royal Warwickshire Fusiliers, four of the games were won.

PO Taylor beat L/Bdr Smith; AB Wallace beat Fus Brannan; Ck Rodgers beat Fus Lavington; and LM(E) Frampton beat Fus MacIntyre.

M(E) Pardoe, who boxed better than on any previous occasion, lost to Gnr Longman.

The referee stopped the Taylor-Smith contest after a minute and 25 seconds in the third round, to save Smith further punishment. The other matches were all points victories.

H.S. TOURNAMENT

In the Hawker Siddeley open boxing tournament on December 14, LM(E) Frampton beat D. Hawkins, of Hove, on points, Hawkins winning the prize for the best loser of the night.

PO M. Taylor boxed well against R. Vormorah, of Portsmouth Boxing Club, but lost a good contest on points. Vormorah was the R.N. middleweight champion in 1964.

Ck R. Rodgers lost on points to A. Butters, of Lawrence A.B.C. Class told in this match.

'EAGLE' FLIERS

The cross-country runners of H.M.S. Eagle, encouraged by Mech Ahearn and REA Meakin, are a keen group which achieved considerable success last year.

For the first time since H.M.S. Rodney won the event in 1936, the Plymouth Command cross-country title went to a ship's team—H.M.S. Eagle.

Another "first" was winning the first-ever inter-service cross-country championship to be held in Singapore.

The winner was Lieut. Richard Parker (899 Squadron) who covered the hilly four-and-a-half miles in 22 min. 0.8 sec. Eagle's "A" team won the team prize with 58 points.

Lieut. Parker, who is now in the United Kingdom, and who followed this excellent win by taking the "King of the Mountain" title over five-and-a-half miles, could well be a major threat to the holders of the Air Command and Royal Naval championships.

Two others who are showing great promise are REM Peerman and AB Philips.

ADVANCED COACHING FOR NAVY GOLFERS

A determined effort to win the Inter-Services Golf Tournament in 1968 is being made in the coming season. An ambitious scheme of advanced coaching for potential Navy players is being commenced, and an expansion of the fixture list for the Navy team is planned.

Fixtures against teams from the south-western counties and the Oxford and Cambridge Golfing Society are being arranged during the spring, to be played at Broadstone and Rye respectively.

These are to provide an early season "warm up," and to aid the selectors with the difficult

SOCCER NOTES BY BENBOW

climax for H.M.S. Hampshire. Had they been able to beat the mighty electrical establishment of Fareham, it would have been the first time since 1939, when H.M.S. Ark Royal won, that the Navy Cup had gone to sea.

The match was in no way a one-sided affair, for Hampshire quickly opened the scoring, and took Collingwood into extra time. Even then there were only three minutes left when Collingwood scored the winning goal.

This year's final reminded everyone of some previous finals. There was the closeness of the competition, the large and noisy support, and the shades of mighty games played at Pitt Street, Corradino, and Singapore.

It is many years since Pitt Street was as crowded as it was on December 13.

The game had been, to an extent, "hotted up," as on the previous Wednesday the H.M.S. Hampshire team had beaten H.M.S. Collingwood's second XI in the final of the Charity Cup.

Few gave Hampshire a chance in the Navy Cup final. Nevertheless, Hampshire were most unfortunate in losing; they played remarkably well, and on several occasions frightened Collingwood.

SKILFUL TEAM

They are to be congratulated on having an excellently drilled and skilful team, and great credit must go to the ship's team captain, PO Dave Blandford, for the amount of work

put in, and the enthusiasm shown by all concerned.

At the end of extra time both teams were literally "out on their feet," and mistakes were made by both sides. In fact, it was a case of cashing in on the mistakes of the opposition. Heaven knows what would have happened had the teams been compelled to replay the following day.

INCIDENTS

After end to end play when either team could have gone in front, except for misses or good goalkeeping, it was in the 39th minute that Hampshire's outside right, Quick, made a good pass to his outside left, Murphy, who jubilantly placed his side one up.

In turn heavy pressure was placed on both defences, and it was not until the 70th minute that Collingwood drew level by a quickly taken headed goal by Hughes.

It was Hughes again who had the good luck to just beat the goalkeeper to the ball and touch it home for the decider three minutes before the end of extra time.

An excellent game, played in the best of manners, and both teams were on the top of their form without any apparent weaknesses.

It was a pity that one of these fine teams had to be judged the losers.

The cup was presented to the winning team by the Commander-in-Chief, Portsmouth (Admiral Sir John Frewen).

TEAMS

H.M.S. Collingwood: Rogers; Purdy; Weston; West; Devenny; Atkey; Breaks; Brown; Hughes; Quinn; Haran; Sub.: Roche.

H.M.S. Hampshire: Cupitt; Barnett; Mitchell; Molloy; Blaylock; Lyons; Quick; Yandall; Burns; Blandford; Murphy; Sub.: Inglis.

Services win with last kick of the match

Recording their 14th win in 18 matches, U.S. (Portsmouth) beat Old Merchant Taylors by 17 points to 16 on December 16.

In the most successful season for years, the Services were three times behind in this match, and it was a 30-yard penalty goal, virtually the last kick of the match, which brought victory to them.

At the interval the Old Merchant Taylors held a 11-6 lead, but the Services came back time and again, in the spirit which would not be denied.

Ten points down, and time running out, and it was obvious that something had to be done.

Jeffrey scored a try and Allcorn further narrowed the gap with a penalty from in front of the posts.

Then, from a scrum under the Taylors' cross-bar, Davis scored his first try. To win, the try had to be converted, but Allcorn made no mistake. The game was in the bag.

United Services: B. Allcorn; D. Hambrook; A. Jones; C. Tulley; J. Jeffray; G. Jones; J. Davis; P. Clarke; T. Gatehouse; A. Holt; P. Eastwood.

R. Tandy, W. Overton, R. Lane, J. Hart.

Old Merchant Taylors: C. Brown; M. Aaronson; D. Brasier; N. Griffin; R. Bulgin; D. Cameron; C. Heck; A. Bell; J. Richardson; A. Theed; R. Harford; R. Lewis; J. Birch; C. Brown; J. Filmer.

'Blues' in 1920's

In his rugby notes last month, Nimrod said that Sub-Lieut. M. P. Gretton was strongly tipped as Oxford's scrum half for the 'varsity match on December 12.

Nimrod went on: "If he gets his blue he will probably be the first naval officer to win a rugger blue while serving."

In the event Gretton did not play, but readers have pointed out that Cambridge University became an overflow for R.N. College, Greenwich, from 1919 to 1923, and David Orr Ewing, D. P. Evans, W. G. B. Mackenzie, and M. S. Bradby got their rugger blues around 1922, while serving.

task of finding foursome combinations.

The selectors plan to visit command meetings when possible. The dates of the inter-command match-play championships and the inter-command stroke-play championships have been switched to provide additional match-play experience prior to the Inter-Services Tournament.

During the season, the team will be coached by John Stirling (Meyrick Park G.C.), one of the official English Golf Union

coaches, who will travel with the R.N. team to Deal for the three days prior to the Inter-Services Tournament next June.

The newly-appointed secretary of the Royal Navy team is Surg. Lieut.-Cdr. Don Holmes, H.M.S. Fisgard, the south-west of England and Dorset county player, who will assist Capt. W. I. Campbell, the chairman of the Royal Naval Golfing Society, with the administration and the selection of the Royal Navy team.

Getting to the top

Few people seem to know of the Royal Naval Mountaineering Club — formed to assist hill walkers and climbers, and to encourage the sport yet, for anyone interested in outdoor activities, membership of the club gives many advantages.

When serving in the United Kingdom, members are put in touch with climbers and walkers who arrange week-ends in Wales, the Lake District, and similar areas in Britain.

Once a year there is an Alpine meet. This is usually on a joint services basis, and cheaper journeys to the Continent than can normally be obtained are arranged.

FREE GUIDES

Through special grants the services of guides are provided free, and there are often free rides on cable railways and other subsidies.

The meet is divided into groups according to experience and ability; thus both beginners and experts can have a full and satisfying holiday.

If a member has ambitions for major expeditions, there are opportunities to gain experience. There was a Royal Naval expedition to East Greenland last year, and there is a joint services expedition every two years.

To become a member of the club is simplicity itself. Normally one is proposed by a member, but intending applicants may write to the club secretary, who will iron out any difficulty.

The subscription is 15s. a year up to the rank of sub-lieutenant, 25s. a year for lieutenants and above.


The secretary is Lieut. T. D. Thompson, R.M., DPRORM, Melville Road, Southsea.

PLYMOUTH GOLF

The results of the Plymouth Command Golfing Society's Christmas Stableford Foursome competition, in which 54 players competed, including Vice-Admiral C. P. Mills, Commander-in-Chief, Plymouth, were:

1st.—CPO Fouracre (12) and PO Humphrey (12), H.M.S. Puma, 35 points.

2nd.—Lieut. R. White (9) and Rev. K. Hodson (11), H.M.S. Raleigh, 34 points.



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Sea angling for the tough

Just how he looks how he feels: fishing in the dark on the bleak, wave-pounded Chesil Beach

Nine teams took part in the Fleet Air Arm's first sea angling championship, held on Chesil Beach from 6 p.m. to midnight on December 6.

The match started off with a squall which would have dampened the spirits of less stout-hearted men, and a scouring tide made it difficult to hold bottom with anything less than eight inches of lead.

Fish were slow to come to the shingle for the first three hours, but as high water approached more bites were to be had.

When the signal flare was fired at midnight to end the punishment—for the wind was bitterly cold and keen—just under 44 lb. of codling, pollock and pouting were weighed in.

H.M.S. Heron's catch of 9 lb. 3 oz. was enough to take the championship for 1967. Runners-up, only seven ounces behind the Herons, were the Sea Hawks.

Hot soup, "oggies," and a welcome cask awaited the competitors in H.M.S. Osprey after the event.

The 'Optimist'

For Instr. Cdr. John Taylor, of the Royal Naval Barracks, Portsmouth, "Optimist" has a double meaning in his life. Apart from any association with personality, Optimist is the name of a sailing dinghy class upon which he has lavished much time and enthusiasm.

An international one-design intended for children of seven or eight to learn to sail, its vital statistics are: length, 91 in.; beam, 44 in.; weight, 73 lb.; sail area, 40 sq. ft.

A useful yacht tender, junior can have the Optimist under sail and away while the "skipper" is still getting his mooring chain secured.

This is because the dinghy has no standing rigging, and the sail is kept bent on to the mast and boom.

Cdr. Taylor's most ambitious participation in the class activities was in July last year, when he took the U.K. team and supporters to the Optimist international regatta, the 1967 venue being Austria.

If the U.K. team didn't dazzle



the opposition they learned a lot—and so can all family sailing enthusiasts seeing these remarkable little boats perform.

Snow stops squash

The snow storms of December 8 stopped play in the inter-command championships on the H.M.S. Daedalus squash courts—probably the first time in history that snow has stopped squash play.

At 10.30 the blizzard was blowing through all the ventilation grids and cracks. This made the courts far too dangerous to continue.

The secretary then phoned the Lee-on-Solent (civilian) club, and everyone moved to that headquarters—a move which was really an expedition through the blizzard.

By this time all players were extremely wet and cold. Two

players had already slipped and hurt their legs and arms.

After sufficient games had been played to produce a winning team—Portsmouth—(Plymouth and Naval Air Command not having sufficient points to catch up), all players abandoned the courts, and were last seen disappearing into the snow drifts of Hampshire.

JUST IN TRAINING



CRASH—A Royal Marine bites the dust! Blue Belt (2nd KYU) Wren Sheila Hind (20), a judo enthusiast for four years, puts some of the training she has received from members of 43 Cdo, R.M., to good effect.

Sheila was brushing up her judo before going abroad, but she says, "I doubt if I will have to use it in Gibraltar, but it is nice to know that I'm on form."

While serving in Plymouth she trained regularly with the Commandos, and hopes to start a club in Gibraltar if there is not one there already.

SPORTING ROUND-UP

THEIR DUEL LASTED 80 MINUTES

Tall, wiry Surg.-Lieut. (D) A. J. Rugg-Gunn beat the top seed and 1965 champion, Lieut. E. D. Fox, to win the Royal Navy squash rackets championship at the Naval and Military Club, London, on December 12.

The gruelling duel lasted 80 minutes, and the closeness of the scores—7-9, 9-7, 9-3, 5-9, 10-9—did justice to both contestants.

LOWER DECK SQUASH

The Portsmouth Command Lower Deck Squash championship was won by CPO J. Binks, of H.M.S. Collingwood.

The 1967 competition resulted in some fine matches, particularly in the latter stages. In a see-saw final CPO Binks was fully extended by PO Gladders.

Four of the 21 entries failed to arrive for the plate competition, causing some disruption. The final, won by Pimblett of H.M.S. Pembroke, although a little one-sided, was an interesting match.

INTER-SERVICES

The Royal Air Force retained the inter-services squash rackets championship when, in the final series, they beat the Royal Navy 5-0.

The Army had previously beaten the Navy.

W.R.N.S. CHAMPION

Second Officer S. J. Hogg, W.R.N.S., of H.M.S. Vernon, won the W.R.N.S. individual squash championship of the Portsmouth Command, at Lee-on-Solent on December 7.

ANYONE FOR HOCKEY? You can always try water polo

The fact that the Royal Navy has not won the inter-services hockey championship for 40 years (December issue) does not surprise anyone in the Far East Fleet. Sailors in Singapore can't even play a game, let alone hope to win one!

For seven successive weeks all fixtures for Naval Headquarters staff were washed out by monsoon rains. Unless the teams are willing to play water polo instead, nobody takes to the field.

True, it does not rain every day in Singapore. Only when there is a hockey match. Or so it seems, because some folks do find time to loll about the swimming pools in search of a tan.

Hockey secretary, Lieut.-Cdr. Dick Barton, assistant operations officer on the staff of the Commander Far East Fleet, commented: "We originally arranged games on Fridays but they were all cancelled because of waterlogged pitches. We thought our luck might improve if we changed to Tuesday. Unfortunately the rain changed too."

With commendable optimism the players—they range from admiral to able seaman—take their kit along to the office in the hope that one day they will get a game.

The near-phantom sport is certainly popular. Even two of

The 1968 inter-command ski championships will be held in Glencoe on March 6 and 7, training for the event taking place on March 4 and 5. Hotel accommodation can be arranged for the period of five nights. Total cost to the individual, including ski lifts and instruction—about £20.

the girl secretaries have said they will play in friendly fixtures.

Another Twister

Triton of Portsea is the name of a new yacht for the R.N.S.A., based at Portsmouth, the money for its purchase having been raised through the generosity of the Nuffield Trust, helped by the proceeds of the sale of Anette and a contribution from association funds.

With Mermaid, there will now be two Twister class yachts available to all R.N.S.A. members, the booking secretary being Instr. Cdr. J. E. Taylor, R.N.B., Portsmouth.

Plymouth's win

The inter-command basketball championships, held in H.M.S. Fisgard on December 7 and 8, resulted in a win for Plymouth Command, with six points.

Runners-up were the Royal Marines (four points), followed by Portsmouth Command (two points) and Naval Air Command (nil).

The team to attend the pre-inter-services training period in H.M.S. Daedalus, commencing on March 25, will be announced in due course.

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